



Australian Superbike Championship Sporting Regulations

Version 1
FOR THE 2027 CHAMPIONSHIP



Motorcycling Australia
PO Box 2162, Gladstone Park VIC, 3034
T: 03 9684 0500 info@asbk.com.au www.asbk.com.au



Sporting Regulations

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1 Administration

1.1 Announcement

The Australian Superbike Championship (hereafter called “ASBK”), will be conducted under the General Competition Rules (hereafter called “GCRs”) contained in Motorcycling Australia’s (hereafter called “MA”) “Manual of Motorcycle Sport” (www.ma.org.au) and as prescribed here within the ASBK Sporting Regulations.

These Regulations may be added to in the format of Final Instructions.

1.2 General Competition Rules

The General Competition Rules (GCRs) are contained within the “Manual of Motorcycle Sport” (MoMS). The GCRs are the rules utilised for the construction of the ASBK Sporting Regulations and should be referred to in conjunction with these regulations. MA may at any time provide a written clarification of any regulations it deems require clarifying. Any such clarification will be deemed as additional to the GCRs and will be accepted as being the regulations the series is conducted under.

For clarification, the 2026 GCRs and MoMS will be utilized for the entire 2027 Championship.

1.3 Jurisdiction

These regulations are made pursuant to the authority granted by clause 13 of the MA constitution. Refer to the MA website www.ma.org.au for further details.

ASBK will be run under MA Permits and the events are open to holders of a current MA Senior National Licence and or holders of an endorsed MA Junior National Licence.

An International Meeting Number (IMN) will be issued as required, all riders that do not hold a Motorcycling Australia licence will require a current FIM licence and a valid Start Permission from their Federation.

Non-Australian citizens or Non-permanent residents of Australia are not eligible for a One Event Competition Licence. A One Event Competition Licence is subject to the conditions outlined in the Licencing and Conditions Document available at www.ma.org.au

Where applicable, a MA Senior National Competition licence or a One Event Competition licence will be accepted for the Superbike Masters event.

Junior National Licence holders will not be eligible for the Superbike Masters event.

1.4 Event Information

Refer to the ASBK website www.asbk.com.au at least one week prior to each round for event documents including:

- Competitor Information Pack
- Final Instructions
- Entry lists
- Pit Box allocation

1.5 ASBK Event Management (ASBK)

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

- The Promoter (in this case MA)
- The ASBK Race Director
- The ASBK Clerk of Course
- Or other persons as appointed from time to time.

1.6 Race Direction

The Race Direction will comprise the following persons:

- The ASBK Race Director
- The ASBK Clerk of Course
- The ASBK Safety Officer or other person appointed by ASBK Management

1.7 Medical Services

Medical services will be in attendance at all rounds and will provide first response medical treatment at the circuit during the event.

- Competitors must complete the medical history form and submit to the Race Secretary (form available from www.asbk.com.au). Information provided on this form will be kept strictly confidential
- A concussion policy will be in place and applied at all rounds. Contact MA for more information or detail on the concussion policy
- A road transport ambulance will also be in attendance at all rounds, unless the MA medical exemption process has been applied, where a suitable patient transport unit will be in attendance

Medical Inspections / MA Concussion Guidelines.

All competitors are subject to adhere to the MA Concussion Guidelines which applies at all ASBK rounds. More details can be found at <https://www.ma.org.au/medical-concussion>

Any rider may be requested to undergo a Medical Inspection at any time by the request of ASBK Race Direction or Chief Medical Officer. Failure to comply will result in the suspension of the MA license of the rider, and other penalties may be applied by ASBK Race Direction.

1.8 Insurance/Ambulance Cover

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to www.ma.org.au for more details on rider insurance.

Ambulance insurance is compulsory for competitors holding an MA licence. It is strongly recommended that competitors consider taking out weekly benefits insurance.

Where a rider is competing under an FIM Licence, FIM insurance will be applicable.

1.9 Class Specification & Grading

1. Classes

Championship class rules will be as per GCR's found in the current version of the Manual of Motorcycle Sport and these Sporting Regulations.

- Superbike
- Supersport Next Generation (conducted as a combined class for Australian Championship allowing machine specification of Supersport and Supersport Next Generation competing together)
- Oceania Junior Cup. (Refer to class Supplementary Regulations).

2. Grading

Road Race grading is an entry eligibility consideration for Superbike, Supersport Next Generation and Supersport 300 classes.

- Evidence supplied by the RCB of current grading will be required
- A rider's grading will be as of 31st January of the current year
- Competitors who did not compete in ASBK in the previous year will be required to submit race results from Club and State events
- Competitors should contact their SCB for their current Road Race grading

1.10 Juniors Age Restrictions

Please refer to the Licencing and Conditions Document available at www.ma.org.au for further information

1.11 R3 Cup

Please refer to Appendix D

1.12 Entrant Licenses

An entrants licence allows the team to enter on behalf of a competitor, protest on behalf of a competitor, and be listed in the program as an entrant. The team must nominate the entrant licence representative at the start of the year. An entrant licence is optional for competitors but will be required if the competitor wishes someone else to act on their behalf.

Please refer to the Licencing and Conditions Document available at www.ma.org.au or further information.

1.13 Competitor Crew Members

Crew or Senior National Licenses are required for crew members wishing to work on the media grids.

- Crew members will be required to present their licence and sign-on the first day of the event
- Once signed-on Crew members will be given a wristband corresponding to the class(es) of their designated competitor(s)
- Please refer to the Licencing and Conditions Document available at www.ma.org.au for further information.

1.14 Entries

1. Method of Entry

Via Ridernet and the links are available at www.asbk.com.au It is the responsibility of all competitors to ensure their Ridernet profile is up to date.

2. Entries to Constitute a Class

To constitute a class for the purpose of Australian Championships points will be awarded where there are:

- a) 15 or more starters for Senior solo classes who actually participate in practice, qualifying or races
- b) 10 or more starters for Junior solo classes who actually participate in practice, qualifying or races,
- c) For the purpose of regulations a) to c) the minimum number is considered across the entire championship.

If there are fewer than the required number of starters in each class, those races may not attract Championship points or trophies.

If insufficient entries are received in any class, the decision to run or cancel a class, or to combine events and re-distribute any awards, prize money, etc, will be at the discretion of ASBK Event Management. Fees already paid for that round will be refunded in the event the class is cancelled completely.

3. Conditions of Entry

The lodgement of an entry form is not a guarantee of entry. Final Instructions, entry 15 yealists, garage allocation and rider numbers will be posted on www.asbk.com.au and emailed prior to each round (Correspondence will not be mailed).

Where the number of entries is greater than the track density for practice and qualifying, acceptance of entries will be in accordance with the following priorities:

- First Preference - Riders who gained points in previous rounds in the respective class
- Second Preference - Riders who gained points in the previous year in the respective class
- Third Preference - Highest graded riders

ASBK Management may exclude any entered rider who does not meet the above criteria.

4. Entry Withdrawal

For the withdrawal of an entry to be valid it must be made in writing at least 10 working days prior to the first day of the round in question. A withdrawal under this criteria will receive a refund, however \$50 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.

If you are withdrawing within 10 working days of the first day of a round, this needs to be completed in writing and accompanied by a medical certificate. A refund will be granted once this is received and \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.

If no medical certificate is provided and the withdrawal is within 10 working days of the round, any refund is at the sole discretion of ASBK.

5. Entry Closing Dates

Refer to the ASBK Series Supplementary Regulations for entry closing dates.

Last chance entries, which will be considered at the discretion of ASBK Event Management, will incur a late fee, competitors will not be listed in the event program and preferred Pit Box allocation will not be available.

Entries received past the closing date will not be given garage preferences or be listed in the program.

6. ASBK Logo Patch on Leathers

All ASBK competitors will be required to run an ASBK Logo patch on their leathers. The required placement is on the upper chest just below the shoulder. Competitors have the option to run on the right or left side. The .ai and .eps version of logo are available by emailing roadrace@ma.org.au. The patch must be a minimum of 10 centimetres wide by 3.5 centimetres high. A sew on patch is also available. This will be distributed at the Official ASBK Test.

Competitors who choose not to run the ASBK Logo patch on their leathers while contesting a round of the ASBK forfeit their right to any prize money.

1.15 Sponsor Decals on Machines

By entering ASBK, competitors agree to carry the required ASBK and class sponsor decals as directed in the ASBK Series Supplementary Regulations, in all practice, qualifying and race sessions.

Machines not displaying the required decals found to have gone on track without the required decals or in the incorrect position, may be black flagged during the session or race. The penalty for not carrying the ASBK and class sponsor decals or MA sticker in the required position on the machine is loss of qualifying time or exclusion from the results of a race or other penalty determined by ASBK Race Direction.

1.16 Number Allocation

All competitors must apply for a number in their respective classes. Rider Number Applications and the most current list of Allocated numbers can be found on www.ASBK.com.au. Numbers are first come, first serve and issued at the discretion of Motorcycling Australia and ASBK Event Management.

The champion in their respective class in the preceding ASBK Championship who return to compete in the same class in the following year have the right to carry the number 1 that corresponds to their overall finishing position in the preceding Championship and are encouraged to do so. A Rider Number application must be completed. [The winner of the 2026 Supersport class is entitled to display the number one on their machine. If they choose not to, the option reverts to the 2026 Next Generation winner.](#)

1.17 PAYG Withholding

The PAYG Withholding affects the payment of prize monies. If you do not provide an ABN or declare the sport is a hobby, ASBK must withhold 48.5% of prize monies over \$50.00 which is otherwise payable to you.

Please tick one of the boxes on the Prize Money Form and if appropriate provide your ABN to ensure the full amount of prize money is paid to you.

1.18 Media & PR Commitments

All competitors are required to have an ASBK headshot photo. Photos will begin at the Official ASBK Test and must be completed no later than by the end of your first round.

A competitor entering the championship after Round 2 must provide a headshot photo or liaise with ASBK media staff to organize a headshot photo. At times throughout the season ASBK may request competitors to make appearances representing themselves, their teams and ASBK.

A competitor must give 48 hours' notice in writing to ASBK staff if they are unable to attend an appearance due to justified reasons. ASBK staff will respond if the notification has been accepted.

Failure to attend an appearance without notice or an appropriately justified reason may result in a fine, or other penalty.

1.19 Images - Advertising & Endorsements

ASBK reserves the right to use the images and names of any competitor, team or manufacturer in any present or future series merchandising, videos, TV commercials, posters and printed material as it sees fit.

In entering these events the rider and team have agreed to be available for autograph signing and to be a corporate speaker if required.

Competitors must seek permission from ASBK regarding the use of private on-board cameras. On-board cameras can only be used for recording vision and sound from the race. On-board camera footage recorded at any ASBK event must be made available to ASBK Officials. On board cameras cannot be part of/or be used as on-board telemetry or a data recording system.

No Helmet camera are allowed including cameras that are inserted into the helmet or attached in anyway.

On board Camera Permission Forms will be available from ASBK. Applications can be lodged via ASBK. All On board camera approval is subject to written agreement by ASBK and final inspection by the ASBK Chief Technical Officer. In the event of any incident, ASBK Race Direction have the right to request a copy of the recorded footage.

1.20 Presentations & Interviews

Trophy presentation will be throughout the final day of the round. Refer to the schedules in the Final Instructions for each round.

Each prize-winning competitor must attend the trophy presentation. If a competitor cannot attend the presentation, they must nominate in writing to the ASBK Race Secretary by lunchtime Saturday a third party to accept the trophy on their behalf. It will be each competitor's responsibility to collect their trophy. Failure to attend without notice or an appropriate reason will result in a fine, or other penalty.

Television and on-track PA interviews will be conducted after each race for all classes as per announcement at rider briefing. It is a requirement of entry that the top three finishers in each race attend the interview area after each race on Saturday and Sunday may be required.

Top 3 Superbike riders at the conclusion of qualifying will be required to attend an interview.

The Top 3 riders in the ASBK Championship or Cup are required to attend the ASBK Night of Champions

1.21 Circuit Camping

There is no camping allowed at any circuit unless otherwise specified in the Final Instructions of each round. Sleeping in buses, trailers, and vehicles at the circuit is subject to confirmation by ASBK on a round by round basis. A penalty by ASBK Race Direction will be issued to persons found to be sleeping at the circuit, in the case of support personnel the penalty will be issued to the competitor and/or team.

1.22 Change of Machine – SBK, **SSPNG**

Teams in Superbike & **Supersport Next Generation** must present 1 primary motorcycle for technical inspection per rider, per class, and this motorcycle will initially be the only motorcycle allowed on-track and in the pit box/garage.

Any rider may change machines before the start of a race or qualifying session provided the following points are adhered to:

Teams/Riders are allowed 1 complete spare motorcycle per class - at their choosing. If the ASBK Chief Technical Officer declares the primary motorcycle to be unrepairable due to crash damage or machine failure, the spare motorcycle can be presented for technical inspection after the completion of the session where the primary motorcycle was damaged.

The primary motorcycle will no longer be able to be used after this time for the entirety of that Round, and the Technical Inspection Sticker will be removed and/or machine impounded. This machine remains subject to further technical inspection for the meeting, including any engine seals.

- Notice of change of machine is to be requested to the ASBK Chief Technical Officer. Upon any approval the Chief Technical Officer will advise the Race Secretary and Race Direction of the approval.
- A rider may not change to a machine which has not passed through technical inspection for the round.
- Riders changing motorcycles must use the tyres that they have had marked unless the respective class rules applied allow for tyre changing. Penalties for using unmarked or non-homologated tyres will apply.
- Once a race has commenced, (commencement of the race is determined by the extinguishing of the red light) change of machine is prohibited for the duration of that race.

1.23 Change of Rider

Any rider who has qualified for a round may ride any machine in the round provided the machine meets all the criteria and the following:

- Notice of change of rider is to be given in writing to the ASBK Race Secretary and approved by the Race Director or Clerk of Course.
- Notification must be given in writing along with a completed entry form, which is to be presented to the ASBK Race Secretary. The replacement rider is to produce a valid MA Competition licence and full riding gear for technical inspection.

1.24 Anti-Doping

1. Anti-Doping Policy

All competitors, team managers, crew members, mechanics, officials and parents/guardians advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by Sports Integrity Australia.

2. Anti-Doping Hotline

If any doubt exists over banned substances it is recommended to contact the Drugs in Sport Hotline on 1800 020 506 or visit www.sportintegrity.gov.au When drug testing takes place, the payment of prize money may be delayed by ASBK until the results of the tests are known. Check the anti-doping list often as it is updated regularly.

For the purpose of drug and alcohol testing, the commencement of the event will be deemed to be 7:00 AM day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on the final day.

1.25 Drug and Alcohol Testing

All competitors, team managers, crew members, mechanics, officials and parents/guardians are advised that random breath-testing may take place throughout the round. For the purpose of drug and alcohol testing, the commencement of the event will be deemed to be 7:00 AM, day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on the final day.

The carrying or consumption of alcoholic beverages in the paddock, pits or pit lane areas is prohibited.

1.26 Code of Behaviour

MA's Code of Behaviour applies to all competitors, team managers, mechanics, crew members, officials and parents/guardians and is contained within MA's Member Protection Policy. Refer to www.ma.org.au.

1.27 Electronic Communications and Social Media Policy

MA's Electronic Communications and Social Media Policy applies to all competitors, team managers, crew members, mechanics, officials, parents/guardians and holders of any MA license.

1.28 Pit Boxes

1. Any full Pit Boxes will be allocated at the discretion of ASBK Event Management and will be charged an additional fee.
2. Competitors with late entries will not be given priority in Pit Box allocations.
3. Competitors have the option to be pitted in their own marquee/pit tent.
 - It is the responsibility of the competitor to provide the structure which must meet all Occupational Health & Safety, and Australian Engineering Standards.
 - The temporary structure must be pegged and/or secured to concrete blocks in a designated area. Each structure must be of a 3x3m dimension and have at least two bikes in it.
 - ASBK takes no responsibility for structures causing damage due to being secured insufficiently.
 - Location of the pit tent requires approval by ASBK Event Management
 - Any motorcycle being maintained on a non-hard surface must have Enviro-mat positioned under the engine and fuel tank
4. If the competitor does not have a shade structure, a pit box will need to be hired, unless prior permission is granted by ASBK Event Management.

5. All competitors are required to affix their name, class and rider number to the front and rear of their Pit Box/carport/marquee at each round. This signage to be presented in a professional style and displayed on a permanent material. The sign must be a minimum of 450mm (w) x 250mm (h). Failure to present the required sign may result in a penalty or fine as determined by the ASBK Race Direction.
6. All competitors allocated a Pit Box on Pitlane must attend all autograph sessions during pitlane walk or promotional sessions. Failure to attend these promotional activities may result in fines and future refusal to be allocated a Pit Box on pitlane.

7. Pit Box Sharing

Competitors may nominate who they would like to share a pit box with, however all requests are at the discretion of ASBK Event Management.

If a competitor has not purchased a pit box space and wishes to pit with another competitor in a shared pit box, approval from ASBK Event Management is required to avoid overcrowding.

Profiteering by subletting pit box spaces is prohibited

1.29 Electrical Power

- Power leads must comply with the relevant Australian Standard and safety legislation and are not to be placed on the ground or in dangerous positions. Fines and possible exclusion from the event may apply.
- No power lead shall exceed 32 metres in length. All connection plugs must be of a bonded type or made of transparent material. Power leads used to power transporters/vans from garages and marquees must be elevated a minimum of 2.4 metres at the lowest point and secured to stable supports not more than three metres apart. Power leads must be supported from structures by insulated hooks. Power leads subject to vehicle traffic must be protected. All power leads must be isolated when not in use.
- Only power boards with individual switches are to be used. Double adapters and domestic multi-outlet power boards must not be used on site.
- Portable Residual Current Device (RCD) boxes shall be used to distribute power directly to equipment and not as an adapter to extend the length of power leads or for multiple distribution of power leads. RCDs shall have a current electrical tag affixed.
- Earth leakage protection is not required to be fitted to single phase generators which comply with AS 2790 and which have a stamped plate to that effect affixed to them.
- Damaged electrical equipment must be tagged "out of service" and removed from the working areas.
- Any electrical equipment fitted with a flexible lead and plug top must have a current electrical tag affixed.
- While all paddock garages and marquees will have fitted power points, the use of high demand items such as tyre warmers, battery chargers, cooling fans, urns & cooking implements may result in the circuit breakers interrupting the power supply. Should you require a higher than regular power output, it is highly recommended that arrangements be made to hire a generator. Noise restrictions apply to generators and excessively noisy units will be banned from use at events.
- MA takes no responsibility for competitors and teams who do not comply with the Australian Standards and Occupational Health and Safety requirements. It is the responsibility of the Team to ensure compliance with local, state, or territory laws, regulations or codes.

1.30 Timing

Mylaps Timing Transponders will be used at all rounds. Competitors that have purchased their own transponder(s) must indicate this on their entry form – no other transponder may be used (including Mylaps MX transponders). A working Timing Transponder must be fitted to the motorcycles at all times when the motorcycle is on-track. In the situation where the Timing Transponder is not working, the ASBK Race Direction may Black Flag the rider.

Competitors are required to indicate on the entry form the number of transponders they require and pay the appropriate amount for each transponder required.

1. Transponder Deposit

A refundable deposit per transponder is required upon their collection. The deposit may be left in cash, or by providing a valid credit card number (which can be retained for the series). All competitors will be responsible for all costs to repair or replace a transponder supplied to them by timing.

Failure to return a transponder on the Sunday of each round or at the end of the Official ASBK Test will incur a fee per day which will be taken from the deposit. Non-return of the transponder within a week of the event, will incur the loss of the remaining deposit, and the competitor will then be charged to replace

the transponder within 2 weeks of the conclusion of an event. Refer to ASBK Series Supplementary Regulations for fees.

2. Transponder Bracket

Transponder mounting brackets are not provided with the rental transponders. Riders may purchase brackets from Timing when collecting transponders.

1.31 Passes

Refer to the ASBK Series Supplementary Regulations for pass allocation and credential purchase.

Refer to the Final Instructions for details on the credential office opening dates, times and location.

In the situation where competitors/teams have lost passes they will be required to purchase new entry passes.

1.32 Vehicle Access

Ambulance and fire clearways and access lanes must be kept clear at all times. Parking, partially obstructing or standing for any length of time is strictly prohibited. Only cars towing trailers have access to the pit area.

All cars (including rental cars) will be required to be parked outside of the pits or in a designated area.

1. Vehicle Passes

Refer to ASBK Series Supplementary Regulations for details regarding vehicle passes.

2. Large Transporter

Large transporters include semi-trailers, medium sized trucks and pantecs. Once parked in the paddock area cannot be moved until the end of the round.

Large transporters will be given priority access for the first 30 minutes of the opening of the circuit for set-up/bump in.

Large transporters must be registered with ASBK at the beginning of the season, but no less than two weeks prior to each round. ASBK requires the transporter's make, model, size and registration number, driver name and contact number and the competitor/s that will be using it. These details will be recorded via Ridernet at the time of entry.

2 Race Format

2.1 Race Format unless otherwise advised;

Class	Qualifying	Races	Three Race Format
Superbike	1 x Q1 / 1 x Q2 *	2	3
Supersport Next Generation	1 x Q1 / 1 x Q2*	2	3
Supersport 300	2	3	
R3 Cup	2	3	
Oceania Junior Cup	2	3	

- All classes will be confirmed in the ASBK Series Supplementary Regulations, Final Instructions, and Schedule
- *Final formats and race distances will be provided in the Final Instructions and may be updated by the ASBK Management Team from time to time.
- In exceptional circumstances, race lengths may be altered by ASBK Race Direction.

2.2 Disclaimer

Race Direction may in case of necessity or safety, postpone, stop or abandon a race or part of a race.

2.3 Race Distances

The race distances will be according to the Final Instructions or as advised by the ASBK Official Schedule of each round.

2.4 Event Schedule

The schedule for each round will be contained in the Final Instructions.

For the purpose of drug and alcohol testing, the commencement of the event will be deemed to be, 7:00 AM on the day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

2.5 Official Practice/Testing

Official practice/testing will be listed on the event schedule for each round.

2.6 Unofficial Practice/Testing

Unofficial practice/testing will not be allowed at each respective round venue for the period commencing 21 days prior to the first day of on track activity at each event. (refer to the ASBK Series Supplementary Regulations).

Official Practice days within this period may be approved at the discretion of ASBK Event Management. The penalty for breaching this regulation will be exclusion from the round or as advised by ASBK Race Direction.

2.7 Qualifying/Grid Positions

Grid positions will be static for all races after qualifying times have been merged to determine the overall qualifying positions. Any rider not qualifying within 112% of the fastest time in that class will not be permitted to race.

Unless otherwise advised by the Race Director or Clerk of Course, no participating bikes are to be taken into pit boxes during a qualifying session.

In mitigating circumstances, the Race Director or Clerk of Course may include any competitor who has failed to qualify. Times from practice sessions may be used for this purpose. Such riders will be required to start from

the back of the grid. If the number of qualifiers exceeds the grid limit, reserve positions will be allocated on a descending basis of times.

In the event of two riders achieving equal qualifying times the rider who sets the time first will qualify in the higher grid position.

If entries received exceed allowable track density for practice, then priority for all class entries will be accepted on a first received basis, with an exception made for the top three (3) in last season's championship.

1. Reserve Riders

In the event that more riders have qualifying times within the 112% cut-off than are permissible in races, a reserve system will be utilised.

Riders whose qualifying times put them within the 112% cut-off but outside the permissible number on the grid for races will be classed as reserves.

If a qualified rider withdraws, the reserve rider with the next fastest qualifying time will then be eligible to race, starting from rear of grid.

With or without withdrawals, any remaining reserve riders may wait in pit lane at a location they are directed to, ready to go onto the track.

After the sighting lap is completed, if the grid capacity's maximum number of bikes have not left pit lane and there are no further qualified riders waiting to start the warm-up lap from pit exit, the next reserve rider may join the warmup lap from pit lane, and so on until the grid capacity is reached. In this instance, any qualified riders who do not take part in the warm-up lap may not start the race if reserves have already been allowed on track in their absence. This includes any rider who has completed the sighting lap but not the warm-up lap.

Any reserves permitted to start the race will take positions at the rear of the grid for the race start, in order of their qualifying times.

2. No Qualifying Completed

In the event that Qualifying cannot be completed for any reason, ASBK Management retains the right to determine Qualifying positions for races based on current Championship positions or results from Official Practice session/s – as they determine.

3. Superbike/Supersport Next Generation Qualifying

- Free Practice (P1/P2/P3) – 30 min Free Practice, P4 may apply where advised
- Q1 will be 20 minutes including ALL Riders – marked tyres required
- A minimum 10 min gap exists between Q1 and Q2, with riders to remain in pitlane/pitbox.
- Q2 will be 15 minutes and include the Top 12 riders from Q1 – marked tyres required.
- Results from Q2 will determine grid positions from pole (1st) through to 12th.
- Riders failing to make Q2 will have their grid positions determined on their fastest time in Q1. Riders from 13th place back, after Q1 will be allocated grid positions from 13th back in descending order of times.
- Any rider eligible for Q2 who does not set a time will be allocated 12th position. In the event where more than one rider does not set a time, they will be placed from 12th grid position in order of slowest rider's Q1 time.

Qualifying format may be modified at some rounds and notified of in an ASBK Competitor Update and Final Instructions prior to the round.

2.8 Grid Reset

Where a rider has formally withdrawn to the ASBK Race Secretary from the event after Race 1 of an event due to the rider's choice or as determined medically unfit, ASBK Race Direction may choose to reset the grid position by closing the gap for the vacant grid positions of the missing rider/s.

The Grid Reset procedure will only occur prior to a race and/or the next race and does not apply for restarted races after a race stoppage.

2.9 Starting Grid Format: Solo

The starting grid format for solo machines will be as follows:

- The fastest qualifying machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,
- The remaining machines will be arranged on the grid in descending order of qualifying times,
- All machines must start within their nominated grid position parallel to track direction.

2.10 Start Procedure

1. Each event:

- a) Must use a clutch start,
- b) Must be preceded by a sighting lap and a warm-up lap, unless otherwise advised by Race Direction
 - i) Any competitor who does not complete the sighting lap for a media grid, must start the warmup lap from pit lane and then start the race from the rear of the grid.

2. Any competitor who does not complete the warm-up lap must start the event from pit lane.

3. All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter and ASBK Race Direction. For such purposes the Starter, on the instructions of ASBK Race Direction, may:

- a) Delay a start,
- b) Direct a re-start,
- c) Direct a competitor to start from:
 - i) The back of the starting grid,
 - ii) The pit lane,
 - iii) The rear of the field, or
 - iv) Such other position as shall be required for the safe, fair and orderly start of the event.
- d) Exclude a competitor who is late for the start.

4. The method of starting will be as prescribed by the Final Instructions.

5. The start of a race occurs when the order to start is given.

2.11 Warm Up-Lap

Competitors will be given one (1) sighting and one (1) warm-up lap for each race, unless otherwise stated by the Race Director or Clerk of Course.

During the warm-up lap there will be no practice starts and/or weaving.

Riders returning to pit lane after the commencement of the warm-up lap without the approval of the Race Director or Clerk of Course, will be required to start the race from pit lane after the field has passed pit lane exit.

Competitors who elect not to ride the warm-up lap must start the race from pit lane after the field has passed pit lane exit.

Competitors who are not prepared to start the race immediately upon the conclusion of the warm-up lap will be required to move clear of the grid and may join the race as soon as the last rider passes them.

If a rider has not commenced the race after the leader has completed one lap, the rider is considered to have retired.

2.12 Jump Starts

1. Any rider who anticipates the start or who is outside his starting box will be deemed to have jumped the start.
2. The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.
3. In the case of a minor movement and subsequent stop whilst the red lights are on, Race Direction will be the sole judge of whether an advantage has been gained.
4. Race Direction will decide if a minimum of a 10 second penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider and team as soon as possible via the ASBK timing system and start line board notification.

5. The penalty will be adjudicated by the appointed Judges in conjunction with Race Direction. Cameras may be placed along the start line and utilized as a reference to confirm a possible jump start.

2.13 Race Stoppages

Where any rider enters their pit box or leaves pit lane between a race stoppage and a restart without instruction from the Race Director or Clerk of Course, they will be considered to have withdrawn from the race.

1. Less Than 3 Laps Completed

Where a race has been stopped with less than three laps completed by the leader of the race, all competitors who are able to continue will be directed to the starting grid where they will receive instructions regarding a restart. Any machine involved in the incident which returns to the grid under its own power and is deemed by the Race Director, Clerk of Course or Chief Technical Officer (or Scrutineer) as unsafe to continue will be removed from the grid.

- The original grid positions will be used for the restart
- The race distance will be full race distance, or less, as advised

Race Direction will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race restart and/or race results. If the review is completed during the restarted race, the competitor(s) determined to have caused the race stoppage will be penalized. This may include the competitor being shown a black flag and/or disqualification from the race.

For any other competitor to be eligible for a restart of the stopped race they must have participated in the original race start, must have not been excluded, or retired (as defined below) from the stopped race prior to the last full lap being completed by the leader of the race.

Any competitor who returned to pit lane without instruction from officials will start the race from pit lane or may be directed by ASBK Race Direction to start from the rear of grid in the case where they are able to complete the new Warm-Up Lap.

Restart – No Warm Up:

If a stoppage occurs prior to 3 laps being completed by the leader and order can be quickly restored, a “Restart – No Warm Up Procedure” may apply.

In this case,

- a “Restart – No Warm Up” board will be displayed at the start line.
- Crew members will not be permitted on the grid.
- Competitors will take their original grid positions and restart the race.
- In this case there will not be a warmup lap.
- Race laps may be reduced.
- Any competitor who returned to pit lane without instruction from officials will start the race from pit lane. Starting Rear of Grid is not permitted in the Quick Restart format.

2. Greater Than 3 Laps - Less Than 2/3 Race Distance Completed

Where a race has been stopped with three or more laps but less than 2/3 (two-thirds) of the race distance (rounded down to a whole lap) completed by the leader of the race, all riders competing at the time of the race stoppage and able to continue will be directed to the starting grid where they will receive instructions on their new grid positions.

Any machine involved in the incident which returns to the grid under its own power and is deemed by the Race Director, Clerk of Course or Chief Technical Officer (or Scrutineer) as unsafe to continue will be removed from the grid.

The grid position for the new race will be determined by the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap. The race distance will be equal to the balance of the stopped race distance, or less, as advised by Race Direction.

Race Direction will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race re-run and/or race results. If the review is completed during the re-run race, the competitor(s) determined to have caused the race stoppage will be penalized. This may include the competitor being shown a black flag and/or disqualification from the race.

For any other competitor to be eligible for a start in the stopped race, they must have participated in the original race start, and must have not been excluded, or retired (as defined below) from the stopped race prior to the last full lap being completed by the leader of the race.

The final race classification will be determined by the position and number of laps of each rider that crossed the finish line at the end of the re-run race. If the race cannot be re-run and is declared (and ½ points awarded), the final race classification will be determined by the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap.

Quick Restart:

If a stoppage occurs after 3 laps being completed by the leader, a “Quick Restart Procedure” may apply.

In this case,

- a “Quick Restart” board will be displayed at the start line.
- In this case a warmup lap will follow.
- Only 1 x Crew member will be permitted on the grid with No Tools or Trolleys.
- Competitors will take their grid positions as indicated by their crew member or an official, with the crew member only remaining on track until the machine arrives into position.
- Race laps may be reduced.
- Any competitor who returned to pit lane without instruction from officials will start the race from pit lane. Starting Rear of Grid is not permitted in the Quick Restart format.

3. 2/3 Race Distance or More Completed

If a race has covered more than 2/3 (two thirds) of the race distance (rounded down to a whole lap) but less than the full race distance by the leader of the race, and it is stopped and declared by the Race Director or Clerk of Course, all riders competing at the time of the race stoppage (Active Riders – see below) will be directed to return to the pits. The final race classification will be determined by the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap.

Race Direction will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race results.

For any other competitor to be included in the results of a declared race, they must have participated in the original race start, must have not been excluded, or retired (as defined below- Actively competing) from the stopped race prior to the last full lap being completed by the leader of the race.

4. Abandoned Race

If a race has been red flagged and declared null and void as per the MoMS, the Race Director, Clerk of Course or Chief Steward may deem it necessary to abandon that race altogether. If circumstances permit, it may then be replaced with a rescheduled race, which will be considered a new race. In this event all competitors who were originally eligible for the original race may take part in the new race. That is, if they were non-starters in an earlier attempt to run the race that was declared null and void, or if they were involved in any way in the red flag incident(s) they are still eligible for the new race. Any penalties applied from earlier attempts to start will no longer be applicable.

5. Definition of Actively Competing

For the purposes of these regulations “active” and “actively competing” at the time of a red flag, are defined as:

- the rider riding on track, or
- attempting to repair/restart their machine, or
- attempting to rejoin the track or
- returning to or already in pit lane

Race Direction will be the sole judge of whether a rider is actively competing, and no protest or appeal is possible against this decision.

Competitors who have been lapped at time of a Red Flag

Any rider who had been lapped at the time of the red flag may be considered to be actively competing. To be eligible to re-start, the competitor must have completed at least 75% of the laps completed by the leading competitor at the time of the red flag and the rider and machine must return to pit lane and be prepared to re-start the race from pit lane exit. (Any rider or machine returning to their pit box at the time of the red flag will be considered retired from the race).

If in the previous part of the race the rider has been lapped by one or more laps, the rider will re-start the race (from pit lane exit) and will be released after a penalty of 10 seconds multiplied by the number of lapped laps is served, after pit exit is opened.

Competitors in Pit Lane at time of a Red Flag

Any rider located in the Pit Lane at the time of the red flag of a race that will be re-started, may be considered to be actively competing. To be eligible to re-start, the competitor must have completed at least 75% of the laps completed by the leading competitor at the time of the red flag and the rider and machine must be located on the pit lane at the time of the red flag. (Any rider or machine having entered their pit box during the race or located in their pit box at the time of the red flag, will be considered retired from the race).

If in the previous part of the race the rider has been lapped by one or more laps, the rider will re-start the race from pit lane exit. The rider will be released after a penalty of 10 seconds multiplied by the number of lapped laps is served, after pit exit is opened.

Cause of Incident

If any doubt exists as to the cause of an incident or who was responsible for a race to be stopped, or scheduling prevents an effective investigation to occur at the time, Race Direction will allow all riders, subject to the safety of their machine, to participate in any restarted race.

A review to establish the cause of an incident or who was responsible for a race to be stopped can be conducted at any time.

Participation in the restarted race does not preclude a rider being excluded from the results and as a review of the incident may occur after the restart, further penalties may occur after any review.

2.14 Race Finishes

- a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
 - i) To the first to complete the race who will, subject to the results of any protests, be the winner, and
 - ii) Thereafter to each competitor who:
 - Has completed not less than 75% of the race distance,
 - Is still competing in the race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the race being the determinant of placings.
 - b) The finish of a race occurs when the chequered flag is displayed to the last competitor,
 - c) The finish occurs for each machine when the foremost part of the machine crosses the line,
 - d) The competitor must finish the race in contact with the machine,
 - e) In case of a dead heat between competitors for a place:
 - i) The places and the awards for those places will be combined,
 - ii) The participants in the dead heat will share the places and awards equally,
 - iii) The remaining places will be relegated by the number of participants in the dead heat.
1. Riders must not slow on the start-finish straight after the chequered flag until a sufficient distance from the finish line so as not to endanger or impede other riders behind them.
It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.

2.15 Point Scoring

1. The results for each competitor in each event will be determined by the allocation to that competitor of points in accordance with the following table:

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1	25	8	13	15	6
2	20	9	12	16	5
3	18	10	11	17	4
4	17	11	10	18	3
5	16	12	9	19	2
6	15	13	8	20	1
7	14	14	7		

2. If a tie on points occurs for any position in an event which is conducted over more than one race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.

3. If a tie on points occurs for any position in a Series, the tying competitor who has the greatest number of higher placing's in the Series will be awarded the position.
4. If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.
5. The competitor who obtains pole position will receive one additional point in the Australian Superbike, Supersport [Next Generation](#), Supersport 300 and OJC Championships. This is not applicable for R3 Cup.

2.16 Practice Starts

Practice Starts are permitted in the approved zones and by following the procedures, as communicated to competitors during the riders briefing or as advised by ASBK Race Direction.

1. During the session of each practice, and warm-ups, practice starts are not permitted at pit lane exit before joining the track.
2. At the conclusion of each practice sessions, and warm ups, practice starts are permitted; after passing the chequered flags at the end of practice sessions and warm-ups and when it is safe to do so, off the racing line and only in the designated Practice Start Zone.
3. Practice starts during a red flag situation are strictly prohibited and will result in penalties.
4. Stopping on the track during practices and races to perform a practice start are strictly prohibited and will result in penalties.

2.17 Redress of Position

- a) Where a competitor believes they have made an infringement of a regulation which involves passing another rider during an area of the track, which was under yellow flag conditions, they may acknowledge the infringement by riding in a manner that clearly displays them providing the position back to the other rider/s.

In this situation, ASBK Race Direction may choose to not penalize the rider performing the infringement after a redress of position is made. ASBK Race Direction will be the sole judge of fact and their decision is not subject to protest.

- b) Where a competitor believes they have made an infringement which involves passing another rider for position by exceeding the track limits, as defined by the white lines on the outside of the track, they may acknowledge the infringement by riding in a manner that clearly displays them providing the position back to the other rider/s.

In this situation, ASBK Race Direction may choose to not penalize the rider who performed the infringement after a redress of position is made. ASBK Race Direction will be the sole judge of fact and their decision is not subject to protest.

2.18 Track Limits

The extent of track limits is defined by the lines on the outside edge of the track, incorporating the kerbs.

Where track limits are delineated with green painted surface, the green paint is considered to be outside of the track limits.

Track Limits definitions and penalties will be explained at the rider's briefings of each round by the ASBK Race Director.

The ASBK Race Direction will be the sole judge of any breach of track limits, and any such track limit penalties. No protest or appeal is possible against this decision.

3 Riders & Team Managers Instructions

3.1 Riders & Team Managers Briefing

A compulsory rider, team manager, junior parent/guardian, and entrant briefing will be held prior to the start of the event

Details of briefings will be advised in the Final Instructions

Additional briefings may be held from time to time. In this case notification will be given in advance

All riders, team managers, junior parent/guardians and entrants are required to attend these briefings. Failure to attend briefings and sign the attendance register without an acceptable reason will result in a penalty and possible exclusion from the event

Team managers are required to register with ASBK prior to the round

Team managers will be required to attend and sign the register at any Rider's and Team Manager's briefings on any day's briefings are held

3.2 Rider and Crew Sign-On

Where a rider does not sign-on before the rider goes out on track, the rider will be black flagged and a penalty will apply.

All Crew members requiring access to pit lane, the signalling area or the grid must present to the Race Secretary Office and sign-on

A maximum of 4 wristbands per rider will be issued (excluding the rider) to crew members.

No wristbands will be issued without presenting to the Race Secretary office and signing an indemnity.

Any crew member requiring grid access must hold either a MA Crew or Senior National Licence. (one event Crew Licenses are available)

3.3 Track Description

Refer to the Final Instructions for details of the circuit and for the track density for practice, qualifying and racing.

3.4 Track Walk

Competitors are invited to walk the track at times listed in the event schedule and/or Final Instructions.

- This inspection must be done on foot or by bicycle at some circuits as advised in the final instruction, and competitors are reminded that service vehicles may be in operation on the circuit at this time.
- Competitors who are not satisfied with any aspects of the track can present these concerns to Race Direction. If those concerns cannot be resolved, the competitor will be invited to withdraw from the event

3.5 Pit Lane

Pit lane is part of the racetrack as such travel in pit lane will only be permitted in race direction.

1. Pit Lane Entry

Competitors must travel in pit lane at no more than 40kph (unless otherwise specified).

2. Working in Pit Lane

Machines are permitted to be stationary and worked on in the designated areas to the pit box side of pit lane. All crews are required to keep the active lane clear at all times. All crew members must wear their ASBK issued identification bands on the wrist whilst in pit lane.

3. Pit Lane Wall & Lap Boards

No personnel will be allowed against pit wall at the start of a race. Penalties may be issued to crew members found to be on pit wall during a race start.

Once the field has passed the start line, only crew members in control of pit boards are permitted at the pit wall and must be signed on as Competitor Crew.

Pit lane will have restricted specific areas for use of lap boards during racing, these restricted areas will be marked. Riders and team managers will be notified at rider's and team manager's briefings where these areas are for the sole use of signalling riders with lap boards.

Only three crew members per competitor with the correct ASBK supplied pit lane identification wristband will be allowed in the restricted areas for the duration of their competitors on track session/race.

The supplied pit lane identification bands must be worn on the wrist for the duration of the event. Once the race or session has finished all crew members must leave the restricted area immediately to make way for the next class.

3.6 Pre-Race Media Grid

Pre-Race Media Grids will take place for all Superbike and Supersport [Next Generation](#) races, and selected Supersport 300 races as advised in the Final Instructions.

- The pre-race media grid is compulsory for all riders.
- When a rider reaches the rear of the grid after the sighting lap(s) the rider must switch off the engine and come to a full stop at the back of the grid. The motorcycle must then be pushed into their grid position. Failure to do so may result in a penalty.
- The pit lane will stay open for 3 minutes and as such it may be possible to complete more than one sighting lap.
- A second sighting lap will only be permitted by riding through pit lane.
- Any rider who is in pit lane when pit exit closes may follow the field on the warm-up lap and will start the race from the rear of the grid. Each Team is permitted a maximum of four persons on the grid excluding the rider and one promotional person or umbrella person between the sighting and the warm-up laps for each rider.
- Refer to rule 3.2 of these regulations for further information.

1. Fluids

- Any equipment containing oil, water or fuel must not contaminate the track whilst being used.
- The only fluids allowed on the grid are drinks for riders which must be in spill proof containers.
- Re-fuelling of motorcycles is not allowed and no additional lubricants other than those contained within the motorcycle are permitted on the grid, this includes but is not limited to chain lubricant, brake fluid, engine oil or radiator coolant.

2. Tyre Warmers

All tyre warmers must be connected to their generators using the original power leads, which must not be longer than 3 metres.

- Extension cords and power boards are not to be used.
- Y-type splitter cables of a maximum length of 1 metre and which are tested and tagged will be allowed.

3. Equipment Removal

- Crew members must remove equipment (excluding stands and tyre warmers) at the three-minute siren and surplus personnel must vacate the grid.
- Team members working on the motorcycle after the 3 minutes siren is not permitted.
- A maximum of 2 people per machine (excluding rider) may remain to the conclusion of the one-minute siren to remove stands and tyre warmers.
- All equipment must be clear of the machine prior to the conclusion of the one-minute siren.
- Changes to these procedures may be required due to weather or other circumstances.
- Failure to follow these procedures will result in penalties from Race Direction.

3.7 Riding of Motorcycles in the Paddock

1. Unless, posted otherwise, there is a fixed speed limit at all rounds of 6 km/h or as posted at the circuit in the designated lanes of the pit paddock area. Competitors who break the speed limit or ride outside of designated areas will be penalized at the discretion of Race Direction. Speeds will be checked with a radar gun or in pit lane with the timing loops.
2. Pit Bikes and Bicycles
 - Riding of motorized or electric pit bikes is prohibited in the paddock area. This includes skateboards, rollerblades, scooters, mini-bikes, motorbikes, quad bikes or trail bikes being used by adults or children.
 - The use of bicycles in the paddock may be available at some circuits. Approval for bicycles will be advised in the Final Instructions. Where the use of bicycles is approved, this must include the use of a correctly fitted helmet meeting Australian Standards.
 - Persons found using any of the prohibited items or failing to follow these regulations in the Paddock will receive a penalty at the discretion of Race Direction, in the case of support personnel the penalty will be issued to the Competitor and/or Team.

3.8 Radio Communication

Radio communications with riders are not allowed and will be classed as outside assistance.

3.9 Team Dress

1. All riders and crew members must be neatly dressed at all times during the event and presentations.
2. Crew members and umbrella persons in pit lane and or grid must also ensure that they are appropriately dressed to meet safety requirements.
3. All promotional staff must meet the Motorcycling Australia promotional staff guidelines, which are available via the MA office.
4. Minimum Dress Requirements
 - Enclosed footwear is required in pit lane, paddock, pit bays/garages, technical inspection and on the grid.
 - Pants or dress shorts (no board shorts)

Competitors, crew members or representatives found to be on pit lane and or grid not dressed appropriately may incur a fine, which may be applied to the competitor they represent.

3.10 Smoking

For safety reasons smoking is not permitted in any of the pit boxes, pit lane, paddock, pit carport, or at a rider's briefing. Details of designated smoking areas at each circuit will be outlined in the Final Instructions.

3.11 Awards, Contingencies & Support

1. **Race Trophies**
Race trophies will be presented to the top three place getters in each categorised class in each race.
2. **Series Trophies**
Series trophies will be presented to the top three place getters in each categorised class at the conclusion of the Championship.
3. **Manufacturer's Trophy**
Series trophies will be awarded to the leading manufacturer in Superbike
4. **Superbike Rookie's Trophy**
Points scoring for the Australian Superbike Rookie's Trophy is based on the Superbike Class points accumulated during the course of the season with the competitor ranked accordingly.
To be eligible for Australian Superbike Rookie's Trophy points a competitor must
 - Be contesting their first Australian Superbike Class season. Participation in three or more rounds of the Australian Superbike Championship constitutes participating in a season
 - Have never contested an FIM sanctioned international Superbike event.

5. Teams Championships

Series trophies will be awarded to the leading teams in both Superbike and Supersport [Next Generation](#). For teams Championship, Supersport [Next Generation](#) are considered to be a combined award. For clarification on what constitutes a team, please refer to the ASBK Series Supplementary Regulations.

6. Prize Money

Australian Championship classes will be awarded prize money by ASBK each round as listed in the ASBK Series Supplementary Regulations.

Additional Awards, Prize Monies for R3 Cup and Contingencies can be found in the ASBK Series Supplementary Regulations.

3.12 Force Majeure

- 3.12.1** In the event of Force Majeure for any reason the ASBK Championship will consist of a minimum of three rounds and/or 6 races for each class.

4 Technical Regulations

4.1 Machines and Riders

All machines entered must comply with the following ASBK Technical Regulations and GCRs.

Multiple entry of a single machine in the same class of competition is not permitted. A maximum of two (2) machines per competitor can be entered for one class of competition. The use of the second machine for Superbike and [Supersport Next Generation](#) will only be permitted in accordance with regulations 1.22 and 4.6

4.2 Australian Championship Classes:

- Australian Superbike
- Australian Supersport Next Generation – [Refer to Appendix E for technical Regulations for Next Generation machines](#)
- Australian Supersport 300
- Oceania Junior Cup

1. Support Classes:

- R3 Cup
- Superbike Masters – P6 and P7

2. Senior Competition Classes & Class Capacity

- Superbike - 1000cc four cylinder 4-stroke and 1300cc two cylinder 4-stroke (Including Aprilia RSV 1100 refer Appendix C for technical regulations)
- Supersport Next Generation [machines](#) – Refer to the Authorised Parts List for homologated models. Refer to <https://s.msv.com/h6kiw2>
- Supersport [machines](#) - 600cc four cylinder 4-stroke, 675cc three cylinder 4-stroke, 750cc two cylinder 4-stroke (Including Kawasaki Ninja ZX-6R 636)
- Supersport 300 - 250/300/500cc single or twin cylinder 4-stroke: Capacity and configuration as per GCR's

3. Junior Competition Classes Age Range & Class Capacity

- 14 Years – Supersport 300/R3 Cup
- 15 Years – Supersport machine ([excluding Next Generation machine -16 Years](#))
- 11 to Under 16 Oceania Junior Cup

4.3 Support Classes Eligibility

- R3 Cup - class rules are provided in Appendix D.
- Superbike Masters – P6 and P7 – refer to Appendix B

4.4 Performance Balancing

The ASBK Management Team reserve the right to applying balancing to any machines in a class as they see fit in order to maintain equality amongst machines.

Methods may include but are not limited to the following:

- Rev Limit
- Weight limit change

The decision to apply the balancing method will be taken by ASBK Management in consultation with the MA Road Race commission at any time, deemed necessary to ensure fair competition. Performance balancing will be documented by competitor bulletin and published in the competition section of the ASBK website - asbk.com.au.

4.5 Technical Inspection

Technical Inspection times will be advised with the Final Instructions. If Thursday technical inspection is to be ASBK Sporting Regulations 2027 – Version 1

held, it will be advised in the Final Instructions. There will be no technical inspections during rider's briefing.

Machines entered into the specific class time slot will be given priority and have the right to go ahead of any non-scheduled competitor.

Machines entered in the competition must have successfully passed machine examination prior to taking part in any warm-up, qualifying or racing.

An MA Technical Inspection Decal will be placed on/or adjacent to the frame on the Left Hand Side of the headstock and an MA decal will be placed on the front number plate to indicate it has been examined and passed technical inspection.

4.6 Submitting for Technical Inspection

Teams in Superbike and Supersport [Next Generation](#) must present one (1) primary motorcycle for technical inspection per rider, per class, and this motorcycle will initially be the only motorcycle allowed on-track and in the pit box/garage.

- Remove lower fairing and carry it separately
- Access to radiator caps is required.
- Tape alone will NOT be accepted for sealing of belly pan plug holes

Superbike and [Supersport Next Generation](#) Teams/Riders are allowed 1 complete spare motorcycle - at their choosing. If the ASBK Chief Technical Officer declares the primary motorcycle to be unrepairable due to crash damage or machine failure, the spare motorcycle can be presented for technical inspection after the completion of the session where the primary motorcycle was damaged. The primary motorcycle will no longer be able to be used after this time for the Round.

Additional ASBK Technical Requirements for motorcycles competing at ASBK - Sydney Motorsport Park (Night Race):

1. No illuminated numbers are permitted
2. All motorcycles must be fitted with a Red Rear Light to aid officials at the Event, which must be activated for all sessions/races when the Track Flood Lighting is switched on.

Additional ASBK Technical Regulations - Red Rear Light:

As an aid for officials at the Event, a functioning red rear light must be fitted to the motorcycle that meet the following requirements:

- a) Lighting direction must be parallel to the motorcycle centre line (motorcycle running direction), and clearly visible from the rear.
- b) Securely mounted on the seat/rear bodywork approximately on the machine centre line,
- c) Power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
- d) The original taillight is permitted.
- e) No working rear brake light is permitted
- f) No glass lensed lights are permitted

All motorcycles will be checked for a functioning Red Rear Light during the ASBK Technical Inspection. The decision of the Chief Technical Officer [and ASBK Race Direction](#) will be final with respect to compliance to these regulations.

[The rear red light is only required for the Sydney Night Race and is not required at any other time for all classes.](#)

4.7 Decals

MA and ASBK Management reserves the right to stipulate that various decals are to be affixed to machines according to sponsorship requirements.

4.8 Licence and Protective Gear

The competitor's current competition licence and full riding gear must be presented at technical inspection. All competitors must submit their leathers and boots, and produce their helmets, gloves and back protector for checking.

4.9 Eligibility Checks

1. Eligibility checks can take place at any time during any round. Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the technical officers before taking part in any further on track activity.

Competitors in all classes must return their machines directly to the technical inspection impound (Parc Ferme) area immediately after each qualifying and race, or as directed by ASBK Race Direction.

In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course or ASBK Race Director as per the GCRs, the Series Chief Technical Officer may, at their discretion, request that any machine that has participated in the round be disassembled for inspection. Failure to comply with this regulation will result in the matter being referred to ASBK Race Direction for further action.

Machines may be sealed at the discretion of the Steward, Clerk of Course or Race Direction for checking at any time. When disassembly or scrutiny takes place at the circuit it will be before the machine is released from Parc Ferme impound. A member of the competitor's team with appropriate tools must be available at all times to disassemble the machine upon request.

Allowance in time must be made to accommodate potential delays in departing the circuit after competition on any day, no excuses will be accepted.

As directed by ASBK Race Direction, any competitor/entrant whose machine requires technical inspection by an MA appointed Machine Measurer and/or ASBK Technical Officer/s at a place other than the circuit will be fully responsible for any or all costs and expenses incurred. The inspection must take place at a MA/ASBK approved location within 21 days of the event.

Note: When a machine or engine has been sealed at an event, that machine or engine must be made available for immediate further technical inspection upon request of ASBK Race Direction, ASBK Chief Technical Officer, or their delegates throughout the season.

If disassembly and further technical inspections of the machine or engine are to take place at the circuit, it will occur prior to the machine being released from ASBK Technical Impound or Parc Ferme by the ASBK Technical Officer.

Additionally, seals may only be removed or broken by an MA-appointed Machine Measurer and/or ASBK Technical Officer/s or if the competitor/entrant has sought permission from MA Technical Department or ASBK Chief Technical Officer to remove the seal and received that permission in writing.

Failure to comply with any part of this ASBK Regulation will result in the matter being referred to ASBK Race Direction for further action.

After each qualifying session and race at each round, any or all motorcycles used will be impounded at the discretion of the Series Chief Technical Officer for 30 minutes. Failure to present machines used will result in the matter being referred to ASBK Race Direction for further action.

2. The Technical Inspection Area including the Parc Ferme is clearly marked and is a restricted access area. When in use, entry into Parc Ferme is restricted to authorised personnel only.

The only persons permitted to enter Parc Ferme when motorcycles are being held after practice or racing are:

- Race Officials;
- A total maximum of two (2) persons per motorcycle. If the rider chooses to remain in Parc Ferme, the rider will be counted as one of the two.

This applies until the motorcycles are released by the ASBK Technical Staff.

No other persons are permitted to enter the Parc Ferme unless authorised by ASBK Technical Staff.

The machine may not be touched by any crew member from pit entry point until released from Parc Ferme with the exception of the items listed below.

3. Only the following equipment is permitted to be brought into Parc Ferme:
 - Front & Rear bike stand;
 - Tyre warmer/warmers;
 - Tyre pressure gauge;
 - Pyrometer for measuring tyre temperature
 - Handheld blower for cooling;

4. It is a requirement that when entering Parc Ferme riders align their motorcycles in queues of single file at least 1.5m apart to ensure a safety distance between motorcycles or as instructed by technical staff.

Failure to comply with any direction from ASBK Technical Staff whilst in Parc Ferme will result in the matter being referred to ASBK Race Direction for further action.

5. Crew members are not permitted to enter the designated technical inspection impound (Parc Ferme) area until their machine has entered and come to a stop at which time they must enter in a safe manner. Crew members and authorised personnel are to follow any further instructions by the Series Chief Technical Officer or his representative after they enter.
6. Competitors who finish in the top three will be instructed by race officials to move directly to Parc Ferme located at the podium for the duration of the presentation. Only the rider and two crew members will be permitted in Parc Ferme once access has been granted.
Please refer to the Final Instructions for the Parc Ferme and Podium Layout.

Note: At the discretion of the Series Chief Technical Officer, engine sealing may take place during Technical Inspection. Competitors must ensure their machine is capable of having the engine sealed if required.

4.10 Rider Numbers

The following table outlines the required colour for competitor numbers and plates. Number size, font, advertising and finish must comply with the GCR's

Only 2-digit and 3-digit numbers are eligible. Double zero and numbers 1-9 with zero in front are not eligible numbers.

Refer to section 1.16 of these regulations for the allocation of number 1 in each class. Supersport 300 will take precedence over R3 Cup.

Stylized numbers may be used if approved by MA. Please contact roadrace@ma.org.au to submit stylized numbers for consideration.

- | | |
|------------------------------|---------------------------------------|
| • Superbike | White background, Black numbers |
| • Supersport | White background, Blue numbers |
| • Supersport Next Generation | Black background, White numbers |
| • Supersport 300 | Reflex Blue background, White numbers |
| • R3 Cup | Reflex Blue background, White numbers |

Number plates must be clean of all non ASBK related stickers, graphics, private sponsors etc. except for the decals supplied by MA at sign on and technical inspection.

Side Numbers – Technical Regulations

All competitors are advised that clearly identifiable side numbers will be required for all classes in 2027.

Final approval will be made by the ASBK Chief Technical Officer and his team, in consultation with the ASBK Chief Timekeeper.

4.11 Tyres – All Classes

Coating, modifying, changing or altering the characteristics of the original design of tyres is prohibited for all classes.

1. Tyre Homologation

- Homologated tyre rules will apply to Australian Championship classes and the R3 Cup.
- All tyres for Superbike, Supersport [Next Generation](#), Supersport 300 and R3 Cup, must be commercially available to all competitors and be selected from the current ASBK Tyre Homologation list available on the ASBK website – www.asbk.com.au
- Tyres in each class will be required to be approved by MA. Direct any tyre homologation queries to roadrace@ma.org.au
- Tyre compounds listed on the Tyre Homologation List for the Supersport class are to be used for Supersport Next Generation class.

2. Dry Tyre Allocation

Below are the number of homologated tyres allowed for all qualifying sessions, Superbike timed practice session and all races for each round unless stipulated in the Final Instructions or any update

announced by ASBK Management. Competitors in each class are permitted the maximum number of tyres stated below. Combination of front vs rear tyres used within the overall allocation shall be at the competitors' discretion. Alternative tyre allocations will be listed in the Final Instructions.

- Superbike 7 tyres
- Supersport [Next Generation](#) 7 tyres
- Supersport 300 4 tyres
- R3 Cup 4 tyres

3. Alternative Dry Tyre Allocation If required

- Superbike 8 tyres
- Supersport [Next Generation](#) 8 tyres
- Supersport 300 4 tyres

4. Tyre Marking

Once technical inspection has issued your tyre marking stickers it then becomes the responsibility of the rider/team to apply stickers as per instructions provided. Tyre stickers will be checked at random throughout the round at the discretion of the Series Chief Technical Officer.

The penalty for using an unmarked or non-homologated tyre in qualifying will be loss of the qualifying session's times. The penalty for using an unmarked or non-homologated tyre in a race will be exclusion from the results of the session or race. Further penalties may be applied at the discretion of ASBK Race Direction.

Tyre Stickers are the responsibility of the rider and or team. If the tyre sticker is not attached correctly, are lost, stolen or damaged the penalties listed above will apply. Machines are inspected for tyre stickers after qualifying and racing.

5. Wet Tyre Usage

For the purposes of ASBK a wet tyre is defined as a tyre with a tread block of 35mm or less on either dimension. Competitors may use wet tyres in any race and qualifying sessions without penalty.

Competitors will not be permitted to delay the start of a warm-up lap or race by changing tyres unless the Race Director/Clerk of Course declares the race wet after the sighting lap has commenced.

If a race or qualifying session is declared wet by the Race Director/Clerk of Course then competitors [will be allowed to](#) change to wet tyres without penalty. These need not have stickers applied.

If the Race Director/Clerk of Course declares a race wet after the sighting lap has commenced there will be a delay for change of tyres and a new pit exit opening time will be announced with a minimum of 5 minutes notice.

If a competitor chooses to use dry tyres when the Race Director/Clerk of Course has declared the track wet the tyres must come from the marked or allocated quota of tyres for that competitor.

6. Tyre Changes in Race Stoppages

Tyres may not be changed during a race stoppage where the Race Director/Clerk of Course has not declared the race wet. The penalty imposed if a tyre is changed during a stoppage that is not declared wet, will be exclusion from the restart.

Competitors who approach the Series Chief Technical Officer with a request to change their tyre for reasons of safety during a race stoppage that is not declared wet and are granted permission will be required to restart from the rear of the grid, if changing to a previously unmarked tyre.

No penalty will be applied if changing to a previously marked tyre of that round.

7. Restriction on Tyres

In Superbike races, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.

4.12 Change of Tyres

1. Prior to Race

A marked tyre may be changed for an unmarked tyre prior to the start of a race (this does not include a restarted or new race) for safety reasons. Prior to changing a tyre, permission must be obtained from the Series Chief Technical Officer.

2. With Permission

Provided the times achieved in a qualifying session are within the 112% cut-off, if a tyre is changed, with permission from the Series Chief Technical Officer before or during any of the qualifying sessions or before a race, the competitor will lose that qualifying session's times, and/or start all races from the rear of the field, except for a Tyre Defect, information below.

3. Without Permission

Provided the times achieved in a qualifying session are within the 112% cut-off, if a change of tyre is not permitted by the Series Chief Technical Officer and the competitor elects to change the tyre with another approved tyre, the competitor may be given permission to start their next race and subsequent races that tyre is used in from the rear of the field.

At the conclusion of this race and any subsequent races the competitor will have 30 seconds added to his overall race times. Poor tyre choice by a rider is not a safety issue and is not a sufficient reason to change tyres.

4. Tyre Defect

Where a tyre defect renders a tyre unsafe or unusable, this must be verified via the appropriate form by a tyre distributors' representative as a manufacturing defect. All tyre defect provisions are subject to the approval of the Series Chief Technical Officer. A change of tyre may then be permitted without penalty. This provision does not apply to a well-worn tyre.

In the case of a replacement tyre, the replacement must be of the same brand, size and compound as the marked tyre and must have a signed and dated form completed by the tyre manufacturer with the defect described. The form will be available in the Race Secretary's office.

5. Used Tyres

Used bike tyres cannot be left in Pit Boxes or in the paddock area. Any rider found to have left tyres in the Pit Boxes or in the paddock area will be invoiced for their disposal cost.

4.13 Fuel

Fuel for all machines, unless otherwise specified:

- a) Must be Unleaded fuel available on demand from a Bowser at five separate Service Stations in any five Australian States or Territories, and
 - i) No more than 100 RON,
 - ii) Contain no additives other than those added at the point of manufacture except for lubricating oils for 2-Stroke machines
 - iii) Be readily available in Australia and,
 - iv) Comply with the "Fuel Quality Standards Act 2000"
- b) MA homologated fuel is not allowed.
- c) Ethanol fuel blends are not permitted.

4.14 Fuel Load Requirements

All competitors are required to carry sufficient fuel for additional restarts or red flags on top of the race distance fuel load for each race.

4.15 Fuel Storage, Availability & Disposal

For safety reasons the maximum amount of fuel to be stored in any garage is 60 litres.

Details of fuel availability for the circuit will be outlined in the Final Instructions of each round.

No waste of any kind is to enter the stormwater drains in the paddock area. There are designated marked drums in the paddock area that are provided for waste oil and other fluid waste. Fuel waste disposal drums are not for used bike parts, tyres, oil filters etc.

Fuel storage requirements will be in accordance with regulations as advised from the circuit.

4.16 Eligibility General

1. No person may participate in an Australian Championship unless and until that person's protective clothing/equipment and machine have been examined and approved by the Series Chief Technical Officer or their representatives for that event.
2. At Technical Inspection, competitors must produce documents or other evidence as required to verify engine and frame identity.
3. The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
4. Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.
5. In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.
6. Competitors are to ensure that their machines are compliant with these regulations and to any additional Information Bulletins or Updates which are provided from time to time and are available on either the MA website or ASBK competitor information page of the ASBK website.

4.17 General Rules

1. **Homologation**
For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.
2. **Cameras**
Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Series Chief Technical Officer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

4.18 Protective Clothing and Helmets

No competitor may practice, start or compete in any competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment of the MoMS.

4.19 Machine and Rider Identification

1. **Number Plates**
A minimum of three sets of allocated numbers are required:
 - a) A minimum of one set on the front, either in the centre of the fairing or slightly off to one side,
 - b) One set on each side of the fairing or on the lower rear portion of the lower fairing.
2. **Number plates must:**
 - a) Where they are not an integral part of the machine or streamlining and are under 1.6mm thickness, have rolled or wire edges,
 - b) In the case of rectangular plates, have corners formed to a 38mm radius,
 - c) In the case of bolt-on number plates, be made of rigid material with minimum dimensions of 235mm height and 285mm width; and
 - d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar
 - e) Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.
3. **Side number plates must:**
 - a) Be placed on the fairing flanks in a position where they are not obscured by the rider's legs, or in the mid to rear section of the lower fairing (belly pan),
 - b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,

- c) These numbers must be
 - i) Minimum height: 120mm
 - ii) Minimum width: 70mm
 - iii) Minimum stroke: 20mm
 - iv) Minimum space: 10mm
- d) Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.
- e) Advertising is permitted on all machines but must be at least 25mm clear of the number plate background and the riders' name by either gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.
- f) Additional colour combinations may be used, at the discretion of the Relevant Controlling Body.
- g) Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.
- h)

4. Front Number Plate Figures

- a) Unless otherwise specified in Final Instructions, Road Race discipline front number figures must be Arial Rounded MT Bold font or one of the fonts outlined in the GCR's; in all fonts used the serif on number '1' may be shortened or removed but not extended.
- b) Figures must be clearly legible, the minimum being:
 - Dimension Measurement (mm)
 - i) Height: 140mm
 - ii) Width of each figure: 75mm
 - iii) Space between 2 figures: 25mm
 - iv) Space between figures and edge of number panel: 12mm

5. Side Numbers – Technical Regulations

All competitors are advised that clearly identifiable side numbers will be required for all classes in 2027. Final approval will be made by the ASBK Chief Technical Officer and his team, in consultation with the ASBK Chief Timekeeper.

4.20 Measurement at Events

1. ASBK Race Direction, Series Chief Technical Officer or a Clerk of Course and the Steward of the event may direct the measurement of the capacity of the engine of any machine, to be carried out at any time during the event. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.
2. If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement. As part of the Technical Protest Procedure.
3. All machines must have provision for the placement of sealing wire.
4. An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the Measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the Measurer, be exempted from further examination at the event.
5. The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, the event result will be provisional;
 - a. At the conclusion of that period, if no protest is received, the result will be final,
 - b. If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,
 - c. If no protest is received within that period, the seals may be removed.
6. Any machine sealed as the result of a protest may only be measured by a Measurer. All Measurer's reports, together with the seals, must be delivered to MA within 21 days after the event.
7. No prize monies may be paid until Measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

4.21 General Technical Regulations

1. Sound Emissions

Sound testing must be carried out as per Appendix C of the MoMS Sound Emissions and Fuel. or by the Static Sound Testing Procedure:

Static Sound Testing Procedure (if required)

- With the microphone placed at 50 cm from the end of the exhaust pipe at an angle of 45° measured from the centreline of the exhaust end and at the height of the exhaust pipe, at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.
- During a sound test, motorcycles not equipped with a gear-box neutral must be placed on a stand.
- With the engine running out of gear, engine RPM will be increased until the required RPM for the machine is reached. This is when the sound measurement must be taken.
- The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30,000 \times cm}{l}$$

When: N = prescribed RPM of engine
cm = fixed mean piston speed in m/s
l = stroke in mm

- Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the sound test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the sound test is conducted is calculated at 11 m/sec

Capacity	2 cylinders	3 cylinders	4 cylinders	dB/A Sound Limit
600cc	5,500 RPM	6,500 RPM	7,000 RPM	107 dB
750cc	5,500 RPM	6,000 RPM	7,000 RPM	107 dB
Over 750cc	5,000 RPM	5,000 RPM	5,500 RPM	107 dB

SS300 & R3 Cup	Yamaha R3 2 Cylinder	7500 rpm	107 dB
	Kawasaki Ninja 400 2 Cylinder	6500 rpm	
	KTM RC390 1 Cylinder	5500 rpm	

- The maximum sound level for engines with more than one cylinder will be measured on each exhaust end.
- Where government regulations or planning orders exist in relation to lower sound emissions or where a Venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail.

2. Engines - Reciprocating Engines

The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where: D = Bore in centimetres

C = Stroke in centimetres N =

Number of cylinders

4.22 Frames and Parts

1. General

- a) The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed
- b) Radiator and Oil Cooler protection guards may be fitted providing there is no modification to the radiators, Oil Cooler or bodywork.
- c) Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.
- d) All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. (eg: bolted, bonded, welded).
- e) GPS and or Infra-red lap timers may be fitted.
- f) GPS lap timers that are also capable of collecting data from the existing OEM sensors in their original position for the make and model of machine may be fitted unless stipulated otherwise in any class regulations.
- g) A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.
- h) Key start ignition barrels and associated cables may be removed.
- i) Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.
- j) Unless prohibited by individual class rules, the use of aftermarket hardware is permitted for the following purposes.
 - i) Engine Plugs (ie; Oil filler plugs, Oil Dip Sticks, Crankcase inspection plugs)
 - ii) Bolts required to be predrilled for lock wiring
 - iii) Wheel Spacers
 - iv) Axel Adjuster Blocks
 - v) Rear Wheel Huggers
 - vi) Subframes can be replaced with commercially available aftermarket replacements which are manufactured of the same material and that allow for all components to be located within same area as OEM. Relocation of any component originally housed within the subframe is prohibited.
 - vii) Replica tank covers or tank covers with a moulded rear tank pad are permitted at the discretion of the Chief Technical Officer.
 - viii) Radiator hoses are free
 - ix) [Steering head bearings, including the use of tapered roller bearings, provided no modification is made to the frame, steering stem or triple clamps, and the steering head angle, position and offset remain OEM](#)
- k) Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.
- l) All engine, gearbox, fuel and radiator breather hoses and tubes, including the radiator overflow bottle vent must;
 - i) Exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked, or
 - ii) Exhaust into an oil catch tank with a minimum volume of 300mm which must be emptied prior to each Event.
- m) 4-stroke motorcycles must be equipped with an oil catch tank or sealed airbox:
 - i) With a minimum volume of 300cc,
 - ii) Which is to be emptied after each event.
- n) The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed
- o) Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers'

specifications.

- p) All machines, must be fitted with an integral lower fairing dam or separate catch tray, which must be constructed to trap and hold engine oil and/or coolant:
 - i) For 4-stroke machines, a capacity of at least 3 litres,
 - ii) 2-stroke machines, a capacity of at least 2.5 litres,
 - iii) All air-cooled machines with lower fairing dams/fluid catchment areas are to hold a capacity of fluid greater than or equal to the oil capacity of the engine unit,
 - iv) With no less than two holes, each of 25mm minimum, which may only be opened in wet race conditions.

2. Streamlining

- a) All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.
- b) For fiberglass construction, edges must be rounded to their own thickness but need not be wired.
- c) All forward streamlining attached to solo machines must have a minimum of three attachment points:
 - At least one supporting the forward section of the shell, and
 - One on each side supporting the rear portion of the shell.
- d) Identification plates must have corners and edges smoothed.
- e) Streamlining must leave the front wheel and mudguard exposed.

3. Brakes

- a) At least two efficient brakes must operate independently of each other on the front and rear wheels.
- b) Motorcycles may be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another Machine, unless mandated in SRs. Brake lever protection is strongly recommended.
- c) Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.
- d) The use of thumb or hand brakes are allowed in addition to and/or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.

4. Fuel Tanks

Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

5. Exhaust Systems

Exhaust systems must:

- a) Be fitted with silencers,
- b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread.

6. Centre and Side Stands

Centre and side stands must be removed for all types of competition.

7. Footrests

Footrests must be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

8. Handlebars

- a) The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.
- b) Handlebar levers must have ball ends with a minimum diameter of 16mm
- c) Throttle controls must be self-closing.

9. Kick Start Levers

Kick start levers, other than transverse, must be folding.

10. Drive Chain Protection

A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. Countershaft sprocket covers may be removed. Protection should cover the sprocket teeth when viewing at 90 degrees to the machine.

11. Wheels and Tyres

- a) Wheels constructed of carbon fibre or carbon composite are not permitted, manufacturers whose production machines are equipped with this type of wheel must as part of the homologation process nominate one front and one rear replacement alloy wheel of the same dimensions as the OEM wheel. The nominated wheel must not be constructed of magnesium or be lighter than the OEM wheel. Any replacement wheel must be pre-approved by MA.
- b) Tyres must comply with the following:
 - i) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground,
 - ii) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.
- c) Right angle and aftermarket Schrader valves are permitted

12. Mudguards

- a) Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.
- b) Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

4.23 Technical Regulations: Superbike

1. Machine Eligibility

- a) The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- b) Subject to the required and permitted alterations set out below, Superbike machines must:
 - i) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and / or are listed on the Register of Approved Vehicles (RAV) for the particular Machine.
 - ii) Be eligible for registration in all States and Territories in which they compete,
 - ii) Be of a make and model lawfully sold in Australia,
 - iii) Be as constructed by the manufacturer,
 - iv) Have an engine capacity of:
 - No less than 850cc and no more than 1300cc for two cylinder engines,
 - No less than 750cc and no more than 1000cc for four cylinder 4-Stroke engines.
 - v) Where machines may not comply with the above, be approved by MA.
- c) The range of vehicle identification numbers for each model must be provided to MA.
- d) At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing that manufacturer. Machines must be approved by MA.

2. Tyres

Tyres may be homologated by MA and/or stipulated in the Final Instructions.

3. Weight

To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

- 168kg for all four cylinder machines,
- 172kg for all two cylinder machines & Aprilia RSV 1100.

A 1% tolerance at post race control will be allowed.

4. Compulsory Modifications

The following must be removed:

- a) Headlamp,

- b) Tail lamp,
- c) Reflectors,
- d) Horns,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder

Any sharp edges left by the removal of the above components must be protected by a rolled edge or beading of minimum 3mm diameter.

5. Permitted Modifications

The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Instruments and associated cables
- c) OEM top rear chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Rear fender,
- f) Air filter element,
- g) Steering damper

The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

Engine components can be polished, either manually or through isotropic superfinishing, in order to reduce wear.

6. Modification of OEM Parts

The following OEM parts may be modified:

- a) Engine cam wheels may be slotted or replaced to alter valve timing, (Excluding Aprilia RSV 1100)
- b) Gearbox drive dogs may be undercut,
- c) Cylinder head valve seats may be re-cut,
- d) Cylinder head and cylinder block mating surfaces may be machined, (Excluding Aprilia RSV 1100)

7. Permitted Additions

The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) Frame protective sliders,
- d) Electronic gear shifters.
- e) Tyre pressure monitoring devices are permitted
- f) Data acquisition is permitted under the following conditions
 - i) Only the existing OEM sensors for the make and model are permitted with the only exception being, the addition of front and rear suspension position sensors, engine oil pressure sensor, engine oil temperature sensor, air fuel ratio and brake pressure sensors for data logging purposes only.
 - ii) Unless authorised and approved by MA, the position and location of all OEM sensors and components must remain as OEM.
 - iii) Fitment of any other additional sensors is prohibited
 - iv) Telemetry devices are prohibited
 - v) Data available from lap timers as per 4.23.1.6
- g) Commercially available brake lever protection
- h) Front brake cooling ducting can be fitted providing the following criteria is met:
 - i) The purpose of the Front Brake Ducting is for the cooling of the front brake disc and caliper only
 - ii) No aerodynamical advantage can be gained by the design or fitment of the Front Brake Ducting
 - iii) Front Brake Cooling Ducting used must be commercially available
 - iv) Front Brake Cooling Ducting used must be securely mounted to the motorcycle
 - v) The final decision on Front Brake Cooling Ducting mounting, design, and/or aerodynamical advantage is at the discretion of the ASBK Management Team and ASBK Chief Technical Officer

8. Use of Non-OEM Parts

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Brake pads, linings brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.
- b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must bear a resemblance to the shape and appearance of the original.
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.
- d) Fuel tank filler cap assembly providing there is no modification required to fuel tank.
- e) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables.
- f) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points
- g) Fasteners
- h) Air filter element
- i) Instruments
- j) Wiring loom, plug in fuel injection/ignition control units and the manufacturer nominated race kit ECU and firmware/software that have been approved by the ASBK Management Team or were superseded OEM Kit ECU's have been reviewed and approved.

No Flashing/Reflashing of OEM ECU's is permitted.

OEM or approved manufacturers nominated ECU's currently permitted by ASBK for the Superbike class remain approved for a period of 8 years from the year of first approval.

Refer to the Manufacturers Homologated Machine & Kit ECU and MA Approved ECU, list for further information [including RPM limits](#).

Unless authorized and approved by MA, only the existing OEM sensors for the make and model are permitted.

Unless authorized and approved by MA, the position and location of all sensors and components must remain as OEM.

Fitment of any other additional sensors is prohibited.

The ASBK approved Motec M130 has no exclusion period.

- k) Spark plugs and high tension leads
- l) Battery, but the replacement must be capable of starting the machine pre and post-race
- m) Exhaust system
- n) Clutch plates and springs
- o) External gearing, chain and chain pitch
- p) Radiator expansion tank
- q) Head gaskets (Excluding Aprilia RSV 1100)
- r) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed
- s) Rear suspension damping units (Shock Absorber) and springs
- t) For Yamaha R1 & R1M Machines Only,
 - Commercially available air funnels are permitted. However, the operation of the variable intake tract must remain as OEM.
 - The replacement air funnels must fit within the OEM Airbox without modification.
 - No fixed or mechanically operated air funnels are permitted.

4.24 Technical Regulations: Supersport

1. Machine Eligibility

The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

Subject to the required and permitted alterations set out below, Supersport machines must:

- a) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and / or are listed on the Register of Approved Vehicles (RAV) for the particular Machine.
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,

- e) Have an engine capacity of:
 - i) No less than 400cc and no more than 600cc for four cylinder 4-Stroke engines, (Including Kawasaki Ninja ZX-6R 636)
 - ii) No less than 500cc and no more than 675cc for three cylinder 4-Stroke engines, and
 - iii) No less than 600cc and no more than 750cc for two cylinder 4-Stroke engines.
- f) Where machines may not comply with the above, be approved by MA.

At least 20 production machines of that make and model must have been imported into Australia, by the manufacturer or the Australian distributor representing the manufacturer. Machines must be approved by MA

2. Tyres

- a) Tyres may be homologated by MA and/or listed in the Final Instructions
- b) Only when a race or practice has been declared “wet”, the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

3. Weight

- a) To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:
 - 162kg for four cylinder 600cc (Including Kawasaki Ninja ZX-6R (636))
 - 165kg for three cylinder 675cc, and
 - 165kg for two cylinder 750cc.

A 1% tolerance at post race control will be allowed.

4. Compulsory Modifications

The following must be removed:

- a) Headlamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horns,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder

Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of minimum 3mm diameter.

5. Permitted Modifications

The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Instruments and associated cables,
- c) OEM top rear chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Rear fender,
- f) Steering damper

The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

Engine components can be polished, either manually or through isotropic superfinishing, in order to reduce wear.

6. Modification of OEM Parts

The following OEM parts may be modified:

- a) Gearbox drive dogs may be undercut,
- b) Cylinder head valve seats may be recut,
- c) Cylinder head and cylinder block mating surfaces may be machined,
- d) Engine cam wheels may be slotted or replaced to alter valve timing.

7. Permitted Additions

The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) Frame protective sliders,

- d) Electronic gear shifter.
- e) Commercially available brake lever protection.
- f) Data acquisition is permitted under the following conditions;
 - i) Only the existing OEM sensors for the make and model are permitted with the only exception being, the addition of front and rear suspension position sensors, air fuel ratio and brake pressure sensors for data logging purposes only.
 - ii) Unless authorised and approved by MA, the position and location of all OEM sensors and components must remain as OEM.
 - iii) Fitment of any other additional sensors is prohibited
 - iv) Telemetry devices are prohibited.
 - v) Data available from lap timers as per 4.23.1.6

8. Use of Non-OEM Parts

The following may be replaced with parts not manufactured by the manufacturer of the machine.

- a) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.
- b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but replacements must be similar in shape and appearance as the original.
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points
- d) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables
- e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points
- f) External gearing, chain and chain pitch
- g) Exhaust system
- h) Wiring loom, plug in fuel injection/ignition control units and the manufacturer nominated race kit ECU and firmware/software that have been approved by the ASBK Management Team or were superseded OEM Kit ECU's have been reviewed and approved. OEM or approved manufacturers nominated ECU's currently permitted by ASBK for the Supersport class remain approved for a period of 8 years from the year of first approval. Refer to the Manufacturers Homologated Machine & Kit ECU and MA Approved ECU, list for further information
 - i) OEM ECU may be reprogrammed
 - j) The Kawasaki Ninja 636 is permitted to raise the OEM RPM limit by no more than 300RPM when reprogramming.
 - Unless authorized and approved by MA, only the existing OEM sensors for the make and model are permitted
 - Unless authorized and approved by MA, the position and location of all sensors must remain as OEM
 - Fitment of any other additional sensors is prohibited
- k) Spark plugs and high-tension leads
- l) Instruments
- m) Rear suspension damping units (Shock Absorber) and springs
- n) Clutch plates and springs
- o) Radiator expansion tank
- p) Battery, but the replacement must be capable of starting the machine pre and post-race.
- q) Fasteners
- r) Head gasket
- s) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed
- t) Air filters
- u) Fuel tank filler cap assembly providing there is no modification required to fuel tank
- v) [For Yamaha R6 Machines Only,](#)
 - [Camshafts may be replaced but the maximum valve lift must remain standard as per OEM model specifications.](#)
 - [Aftermarket valve springs and retainers may be used, or the OEM valve springs may be shimmed](#)
 - [Aftermarket intake velocity stacks or air funnels \(velocity stacks\) are permitted](#)

4.25 Technical Regulations: Production (SSP300)

1. Machine Eligibility

The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

- a) Capacities and classes are specified in item 4.3 of these regulations.
- b) Subject to the required and permitted alterations set out below, Production machines must:
 - i) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and / or are listed on the Register of Approved Vehicles (RAV) for the particular Machine.
 - ii) Be eligible for registration in all States and Territories in which they compete,
 - iii) Be of a make and model lawfully sold in Australia,
 - iv) Be as constructed by the manufacturer,
 - v) Be approved by MA
- c) At least 200 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer.

2. Tyres

Tyres may be homologated by MA.

3. Compulsory Modifications

The following must be removed:

- a) Head lamp
- b) Tail lamp
- c) Reflectors
- d) Horn
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder
- i) Passenger footrests

4. Permitted Modifications

The following may be replaced or modified:

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original. The use of carbon fibre or carbon composite materials are not permitted with the exception of reinforcement of mounting areas.
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame
- c) Spark plug type
- d) External gearing and chain, but not chain pitch
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model
- f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM
- g) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- h) Rear suspension damping units and springs
- i) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp
- j) KTM RC390 only, the Top Triple Clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or Clip On handlebars, provided it is of the same offset as OEM clamp
- k) Footrests and foot controls, but the replacements must be mounted at the original mounting points
- l) Air filter element
- m) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions
- n) Key start ignition barrel and associated cables
- o) Fuel tank filler cap assembly providing there is no modification to fuel tank required

- p) Throttle assembly and cables may be replaced.
- q) External Airbox Snorkel can be modified or removed. No modifications to the construction of the airbox are permitted.
- r) Clutch Plates and Springs
- s) The OEM top rear chain guard may be removed.
- t) The Anti-Lock Brake System (ABS) can be disconnected, and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

The following may be removed:

- a) Passenger handholds
- b) Air injection pollution control system,

5. Permitted Additions

The following may be added:

- a) Steering damper
- b) Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness, except throttle position sensor connection, additional connections to optional sensors, inputs and modules are not permitted. Standard OEM ECU must be retained and operative.
The OEM RPM limit of SS300 Machines must NOT be exceeded by any means, inclusive of ignition devices.
- c) Frame protective sliders
- d) Commercially available brake lever protection.

6. Minimum weight

The minimum weight for each model is as follows:

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
KTM RC 390	140kg	153 kg	205 kg
Ninja 400	145kg	158 kg	210 kg
YZF-R3 (all)	140kg	153 kg	205 kg

- a) Combined weight is the weight of the rider (in full racing equipment) and bike, as used on track.
- b) If the bike has achieved or exceeded the “Soft Maximum Weight” then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the “Hard Minimum Weight”. This limits the maximum amount of ballast that can be added to the machines.
- c) At any time during the event, the weight of the whole motorcycle (including the fuel tank and its contents) must not be lower than the minimum weight.
- d) There is no tolerance on the minimum weight of the motorcycle or rider.
- e) During the technical inspection at the end of any race, selected motorcycles and riders will be weighed in the condition they finished the race, and the listed weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- f) During practice and qualifying sessions, riders may be asked to present their motorcycle to technical control for weighing. Failure to comply with any part of this ASBK Regulation will result in the matter being referred to ASBK Race Direction for further action and penalties.
- g) The use of ballast is allowed to stay over the minimum weight limit and may be required due to this handicap system. The use of ballast and weight handicap must be declared to the ASBK Chief Technical Officer during Technical Inspection.

5 Technical Appendices

Appendix A: Kawasaki Ninja 400 Technical Rules

1. Machine Eligibility

These rules and regulations apply to the Kawasaki Ninja 400 contesting the SS300 class at Club, State and National level. All machines must be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and / or are listed on the Register of Approved Vehicles (RAV) for the particular Machine.

2. Compulsory Modifications

The following must be removed:

- a) Head lamp
- b) Tail lamp
- c) Reflectors,
- d) Horn
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder
- i) Passenger footrests

3. Permitted Modifications

3.1 The following may be replaced or modified

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original. The use of carbon fibre or carbon composite materials are not permitted with the exception of reinforcement of mounting areas.
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame
- c) Spark plug type
- d) External gearing and chain, but not chain pitch
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model
- f) Exhaust system; a slip-on muffler is permitted, however the headers, to where the original muffler unit only joins, must remain as OEM
- g) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp
- h) The top triple clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or clip on handlebars, provided it is of the same offset as OEM clamp
- i) Footrests and foot controls, but the replacements must be mounted at the original mounting points
- j) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked
- k) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument function
- l) Key start ignition barrel and associated cables
- m) Fuel tank filler cap assembly providing there is no modification to fuel tank required
- n) Throttle assembly and cables may be replaced
- o) Front fork oil height and weight
- p) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.
- q) Rear suspension damping units and springs.
- r) Clutch Plates and Springs

3.2 The following may be removed

- a) OEM top rear chain guard,
- b) Pollution system, (Emission Control System)
- c) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed

4. Permitted Additions

The following may be added:

- a) The standard OEM ECU must be retained and will be required to be reprogrammed prior to taking part in any competition.
- b) Steering damper.
- c) Frame protective sliders,
- d) Radiator guards.
- e) Commercially available brake lever protection.

5. Compulsory Additions

5.1 Engine case protectors as per GCR's for Road Race

5.2 ECU Programming:

- a) All competitors must have their ECU reprogrammed by having the rev limiter set prior to taking part in any competition. An RPM Limit of **9650** will be applied
- b) A cost of \$200 will be incurred by competitors to have the ECU reprogrammed and this must be completed by MA. MA will mark and keep a register of all ECU's and machines that have had the reprogramming completed
- c) Competitors will be able to send their ECU to MA for the purpose of having their ECU reprogrammed. A self-addressed prepaid return parcel container and the VIN of the machine, riders name, address, contact number and race number must be supplied at this time
- d) Alternatively, this service will only be available at rounds of the Australian Superbike Championship (ASBK) if the competitor chooses to have the reprogramming completed there, however it must be completed prior to any on track activity
- e) Reprogramming will be checked at the discretion of the Chief Technical Officer or at the request of the Steward, Race Director or Clerk of Course
- f) Any rider competing in the SS300 class may be requested to exchange ECUs before or between races, at the discretion of the Series Chief Technical Officer

Note: No other modification other than those listed in these rules and regulations are permitted.

5.3 Minimum weight

The minimum weight for the Kawasaki Ninja 400 is as follows:

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
Ninja 400	145kg	158 kg	210 kg

- a) Combined weight is the weight of the rider (in full racing equipment) and bike, as used on track.
- b) If the bike has achieved or exceeded the "Soft Maximum Weight" then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the "Hard Minimum Weight". This limits the maximum amount of ballast that can be added to the machines.
- c) At any time during the event, the weight of the whole motorcycle (including the fuel tank and its contents) must not be lower than the minimum weight.
- d) There is no tolerance on the minimum weight of the motorcycle or rider.
- e) During the technical inspection at the end of any race, selected motorcycles and riders will be weighed in the condition they finished the race, and the listed weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- f) During practice and qualifying sessions, riders may be asked to present their motorcycle to technical control for weighing. Failure to comply with any part of this ASBK Regulation will result in the matter being referred to ASBK Race Direction for further action and penalties.
- g) The use of ballast is allowed to stay over the minimum weight limit and may be required due to this handicap system. The use of ballast and weight handicap must be declared to the ASBK Chief Technical Officer during Technical Inspection.

Appendix B: Superbike Masters Cup Regulations

1. Classes:

P6	750:	526cc to 750cc 4-cylinder and 750cc to 1000cc 2-cylinder
P6	Formula 1300 / Solo:	788cc to 1300cc
P7	600 Supersport	Production based machines of up to 600cc 4-cylinder or 750cc 2-cylinder
P7	Superbike:	4 Stroke Production based machines of 600 to 750cc 4-cylinder, 600 to 900cc 3-cylinder or 1000cc 2-cylinder.
P7	Production Superbike:	4 Stroke machines greater than 700cc and no greater than 1000cc

*1: XR69, MotoMartin, McIntosh, Motoplast, CMR, DGR, Spondon, etc

2. A Current MA Logbook will be required for this event. All Rules: As per the GCRs
3. All 5 classes compete in the one race. Minimum number of entries is 16 in total. Refer to ASBK Series Supplementary Regulations for further details. (Should there become insufficient entries in this class of competition, the decision to run or cancel the class will be at the discretion of the ASBK Event Management and subject to MA approval).
4. In reference to item 4.22 - ASBK Race Direction, Series Chief Technical Officer or a Clerk of Course and the Steward of the event may direct the measurement of the capacity of the engine of any machine, to be carried out at any time during the event. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.
5. If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.
6. Refer to Motorcycling Australia GCR's for further class technical specifications.

Appendix C: Aprilia RSV 1100 Technical Regulations

1. Machine Eligibility

- a) The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
 - b) Subject to the required and permitted alterations set out below, Superbike machines must:
 - i) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and / or are listed on the Register of Approved Vehicles (RAV) for the particular Machine.
 - ii) Be eligible for registration in all States and Territories in which they compete,
 - iii) Be of a make and model lawfully sold in Australia,
 - iv) Be as constructed by the manufacturer,
 - v) Where machines may not comply with the above, be approved by MA.
 - c) The range of vehicle identification numbers for each model must be provided to MA.
 - d) At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing that manufacturer.
- Machines must be approved by MA.

2. Tyres

As per ASBK Tyre Homologate List

3. Weight

To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

- 172kg

A 1% tolerance at post-race control will be allowed.

4. Compulsory Modifications

The following must be removed:

- a) Headlamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horns,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder

Any sharp edges left by the removal of the above components must be protected by a rolled edge or beading of minimum 3mm diameter.

5. Permitted Modifications

The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Instruments and associated cables
- c) OEM top rear chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Rear fender,
- f) Air filter element,
- g) Steering damper

The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed.

The ABS wheel rotors and sensors may be removed.

6. Modification of OEM Parts

The following OEM parts may be modified:

- a) Engine must remain OEM with the exception of:
- b) Gearbox drive dogs may be undercut,
- c) Cylinder head valve seats may be re-cut,

7. Permitted Additions

The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) Frame protective sliders,
- d) Electronic gear shifters.
- e) Data acquisition is permitted under the following conditions
 - i) Only the existing OEM sensors for the make and model are permitted with the only exception being, the addition of front and rear suspension position sensors, engine oil pressure sensor, engine oil temperature sensor, air fuel ratio and brake pressure sensors for data logging purposes only.
 - ii) Unless authorised and approved by MA, the position and location of all OEM sensors and components must remain as OEM.
 - iii) Fitment of any other additional sensors is prohibited
 - iv) Telemetry devices are prohibited
 - v) Data available from lap timers as per 4.23.1.6
- f) Commercially available brake lever protection
- g) Front brake cooling ducting can be fitted providing the following criteria is met:
 - i) The purpose of the Front Brake Ducting is for the cooling of the front brake disc and caliper only
 - ii) No aerodynamical advantage can be gained by the design or fitment of the Front Brake Ducting
 - iii) Front Brake Cooling Ducting used must be commercially available
 - iv) Front Brake Cooling Ducting used must be securely mounted to the motorcycle
 - v) The final decision on Front Brake Cooling Ducting mounting, design, and/or aerodynamical advantage is at the discretion of the ASBK Management Team and ASBK Chief Technical Officer

8. Use of Non-OEM Parts

The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Brake pads, linings brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.
- b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must bear a resemblance to the shape and appearance of the original.
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.
- d) Fuel tank filler cap assembly providing there is no modification required to fuel tank.
- e) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables.
- f) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points
- g) Fasteners
- h) Air filter element
- i) Instruments
- j) The OEM ECU must be retained and operative and is currently the only ECU permitted by ASBK. The ECU cannot be flashed.
 - Unless authorized and approved by MA, only the existing OEM sensors for the make and model are permitted
 - Unless authorized and approved by MA, the position and location of all sensors and components must remain as OEM
 - Fitment of any other additional sensors is prohibited.
- k) Spark plugs and high tension leads
- l) Battery, but the replacement must be capable of starting the machine pre and post-race
- m) Exhaust system
- n) Clutch plates and springs
- o) External gearing, chain and chain pitch
- p) Radiator expansion tank
- q) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed
- r) Rear suspension damping units (Shock Absorber) and springs

Appendix D: R3 Cup Regulations

1. Machine and Rider Identification

- a) Background color must be reflex blue with white numbers (this configuration will be acceptable in the Supersport 300 Class for competitors that wish to cross enter).
- b) Numbers will be allocated via the ASBK Rider Number Application.
- c) Series sponsor decals will be required on number plates and will be listed in the Final Instructions.
- d) Stylized numbers may be used with prior approval of MA.
- e) The following decals are mandatory for R3 cup: ShopYamaha, Yamaha, and R3. Decal kits are available from YRD (John Redding 03 9761 5871 or YRD@bigpond.com). Size and location of series decals are provided below.

2. Fuel

Fuel as per 4.15 of these technical regulations

3. Tyres

As per MA homologated tyre list for the R3 Cup Class. A maximum of four (4) tyres for all qualifying and races.

4. Machine Usage

- a) A competitor may present a maximum of two machines for technical inspection for the R3 Cup class.
- b) Where a competitor may wish to cross-enter with the SS300 class the same two machines must be used.

5. ECU

Any rider competing in the R3 Cup may be requested to exchange ECUs before or between races, at the discretion of the Series Chief Technical Officer.

6. Engine Sealing

- a) All machines must have provision for the placement of sealing wire.
- b) A Steward of an event may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the event. Until the measurement is completed the machine must remain under the control of the Series Chief Technical Officer of the event.
- c) If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

7. R3 Cup Technical Rules

7.1 Machine Eligibility

- a) Yamaha R3 machines only
- b) All machines must be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and / or are listed on the Register of Approved Vehicles (RAV) for the particular Machine.

7.2 Compulsory Modifications

The following must be removed:

- a) Head lamp
- b) Tail lamp
- c) Reflectors
- d) Horn
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder
- i) Passenger footrest

7.3 Permitted Modifications

7.3.1 The following may be replaced or modified:

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original. The use of carbon fibre or carbon composite materials are not permitted with the exception of reinforcement of mounting areas.
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame
- c) Spark plug type
- d) External gearing and chain, but not chain pitch
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model
- f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM
- g) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- h) Rear suspension damping units and springs
- i) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp
- j) The Top Triple Clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or Clip On Handlebars, provided it is of the same offset as OEM clamp
- k) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- l) Air filter element
- m) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked
- n) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions
- o) Key start ignition barrel and associated cables
- p) Fuel tank filler cap assembly providing there is no modification to fuel tank required
- q) Throttle assembly and cables may be replaced.
- r) External Airbox Snorkel can be modified or removed. No modifications to the construction of the airbox are permitted.
- s) Clutch Plates and Springs

7.3.2 The following may be removed:

- a) OEM top rear chain guard
- b) Pollution system
- c) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed.
- d) The ABS wheel rotors and sensors may be removed

7.4 Permitted Additions

The following may be added:

- a) Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness, except throttle position sensor connection, additional connections to optional sensors, inputs and modules are not permitted. Standard OEM ECU must be retained and operative. The OEM RPM limit of SS300 Machines must NOT be exceeded by any means, inclusive of ignition devices.
- b) Steering damper
- c) Frame protective sliders
- d) Radiator guards
- e) Commercially available brake lever protection.

7.5 Compulsory Additions

Engine case protectors as per GCR's for Road Race

7.6 Minimum weight

The minimum weight for the Yamaha R3 is as follows:

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
YZF-R3 (all)	140kg	153 kg	205 kg

- a) Combined weight is the weight of the rider (in full racing equipment) and bike, as used on track.
- b) If the bike has achieved or exceeded the “Soft Maximum Weight” then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the “Hard Minimum Weight”. This limits the maximum amount of ballast that can be added to the machines.
- c) At any time during the event, the weight of the whole motorcycle (including the fuel tank and its contents) must not be lower than the minimum weight.
- d) There is no tolerance on the minimum weight of the motorcycle or rider.
- e) During the technical inspection at the end of any race, selected motorcycles and riders will be weighed in the condition they finished the race, and the listed weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- f) During practice and qualifying sessions, riders may be asked to present their motorcycle to technical control for weighing. Failure to comply with any part of this ASBK Regulation will result in the matter being referred to ASBK Race Direction for further action and penalties.
- g) The use of ballast is allowed to stay over the minimum weight limit and may be required due to this handicap system. The use of ballast and weight handicap must be declared to the ASBK Chief Technical Officer during scrutineering.

8. R3 Cup Decal Placement



2026 Yamaha Racing - Stickers

Diagram showing the dimensions and quantities of various Yamaha Racing stickers:

- YAMAHA Revs Your Heart: 15 cm x 6 cm
- YAMAHA RACING: 15 cm x 7 cm
- BLU CRU YAMAHA RACING: 15 cm x 15 cm
- GYTR YAMAHA RACING COMPONENTS: 15 cm x 4 cm
- SHOP YAMAHA: 15 cm x 3 cm
- YAMALUBE: 15 cm x 6 cm
- AKRAPOVIČ: 15 cm x 4 cm

x 100 pcs EACH

willmax graphics
www.willmax.com.au

Appendix E: Supersport Next Generation Regulations

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various Supersport Next Generation motorcycles.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES, IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following regulations, then it is forbidden.

All machines must be on the approved list available on the ASBK website and normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations and the Manual of Motorcycle Sport (GCR's).

Once a motorcycle has obtained homologation, it may be used for racing in the Supersport Next Generation class for a maximum period as stated in the ASBK Homologation list or until such time that the homologated motorcycle is made ineligible by new rules or changes in the technical specifications of the Supersport Next Generation class.

The appearance from the front, rear and the profile of Supersport Next Generation motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

1. Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

The displacement capacity bore and stroke must remain at the homologated size.

Modifying the bore and stroke to reach class limits is not allowed.

They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines.

Manufacturers may resubmit currently homologated machines as Supersport Next Generation.

2. Balancing of Supersport Next Gen Motorcycles

In order to equalize the performance of Supersport Next Generation motorcycles used in the ASBK Australian Championship, a system of performance enhancements or restrictions may be applied according to their respective racing performances – including but not limited to:

- Authorised Parts
- Torque limited map with Rev Limit
- Minimum Weight
- Air restrictor
- Modifications

The decision to apply a balancing system to a motorcycle will be taken by ASBK Management Team at any time deemed necessary to ensure fair competition.

The specification of ASBK Supersport Next Gen machines will be published in the ASBK Supersport Next Gen Authorised Parts List and will supersede all of the following regulations.

3. Balancing

- a. Balancing factors may be updated throughout the season as required.
- b. The primary method of balancing will be torque limited maps
- c. Balancing factors may also be updated at the end of the season.
- d. ASBK Management Team reserves the right to update the balance of Supersport Next Generation motorcycles at their discretion in the case of any imbalance.

4. Minimum weight

Brand	Motorcycle Weight		Combined Minimum Motorcycle and Rider Weight*
	Hard Minimum	Soft Maximum	
Ducati Panigale V2	165 kg	177 kg	243 kg
Honda CBR600RR	161 kg	173 kg	239 kg
Kawasaki ZX-636R	161 kg	173 kg	239 kg
MV Agusta F3 800	161 kg	173 kg	239 kg
Suzuki GSX-R750	165 kg	177 kg	243 kg
Triumph ST765RS	161 kg	173 kg	239 kg
Yamaha YZF-R6	161 kg	173 kg	239 kg
Yamaha YZF-R9	161 kg	173 kg	239 kg

Hard Minimum: The weight of the motorcycle alone and the motorcycle must never fall below this weight.

Soft Maximum: If the motorcycle alone is at or above this weight, the combined motorcycle and rider weight is not applicable.

- Combined weight is the weight of the rider (in full racing equipment) and motorcycle, as used on track.
- If the bike has achieved or exceeded the 'Soft Maximum Weight' then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the 'Hard Minimum Weight'. This limits the maximum amount of ballast that can be added to the machines.
- At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight.
- There is no tolerance on the minimum weight of the motorcycle or rider.
- During technical inspection at the end of any race, the selected motorcycles will be weighed in the condition they finished the race, and the listed weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- During practice and qualifying sessions, riders may be asked to present their motorcycle to technical control for weighing. Failure to comply with any part of this ASBK Regulation will result in the matter being referred to ASBK Race Direction for further action and penalties
- The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the ASBK Chief Technical Officer during Technical Inspection.

5. Numbers and number plates

As per the ASBK Sporting Regulations Item 4.10

6. Fuel

As per the ASBK Sporting Regulations Item 4.13

7. Tyres

As per the ASBK Sporting Regulations Item 4.11

8. Engine

For Supersport Next Gen: No modifications may be made to the engine unless noted in the text of these regulations, or in the ASBK Supersport Next Generation Authorised Parts List, where the list will take precedence over the following.

Fuel injection system

The original homologated fuel injection system must be used without any modification.

Cylinder head and Valvetrain

Cylinder head and the Valvetrain must be the originally fitted and homologated parts. The following modifications are allowed:

- The throttle body intake insulators may be modified to match their inner surface to the cylinder head and throttle body.

b. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

Cam sprockets or cam gears

a. Camshafts timing is free IF the originally fitted pulleys/gears allow it. Bolt holes may be elongated into slots for this purpose. If the gear is fixed then it may be replaced ONLY if listed in the ASBK Supersport Next Gen Authorised Parts List.

Crankcase / Gearbox housing

a. Crankcases must be the originally fitted and homologated parts with only the following modification allowed.
b. One thread may be altered or created to allow for oil pressure/temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash. The sensor cannot be mounted directly into the crankcases but must be on a flexible braided hose to reduce vibration and temperature reaching the sensor. The original oil pressure switch may be used as originally installed.

Lateral covers and protection

a. Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
b. Titanium bolts may be used to fasten lateral covers.
c. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel or steel or titanium, composite covers are not permitted unless listed in the ASBK Supersport Next Generation Authorised Parts List.
d. Covers from the ASBK Supersport Next Generation Authorised Parts List will be permitted without regard of the material or dimensions.
e. The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
f. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
g. These covers must be fixed properly and securely with a minimum of three (3) with case cover screws that also mount the original covers/engine cases to the crankcases.
h. Oil containing engine covers cannot be secured with aluminium bolts.
i. The Chief Technical Officer has the right to refuse any cover not satisfying this safety purpose.

Transmission / Gearbox

a. Must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:
b. Undercutting and re-shimming are allowed
c. The positive neutral selector mechanism may be removed.
d. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.
e. Polishing, surface treatment, and heat treatment of all gearbox components is allowed.
f. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
g. The front sprocket cover may be modified or eliminated.
h. Chain guard as long as it is not incorporated in the rear fender may be removed.
i. A support may be added to the gearbox shift shaft to reduce flex, this may be a separate part or integrated into a cover.

Clutch

a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
b. Friction and drive discs may be changed.
c. Clutch springs may be changed.
d. The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.
e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).
f. No power source (i.e. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Human power is excluded from the ban.

Oil pumps, and oil lines

a. Must be the originally fitted and homologated parts with no modification allowed.
b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.
c. All oil related fittings must be lock wired.

Cooling System

- a. The only liquid engine coolants permitted will be water or non-glycol coolants.
- b. The radiator may be changed with an aftermarket radiator or an additional radiator added that fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.
- c. Modifications to the homologated oil-cooler are allowed only if they do not require any modifications to the main frame or to the fairings' outer appearance. A heat exchanger (oil/water) may be replaced with an oil-cooler.
- d. Protective meshes may be added in front of the oil and/or water radiator(s).
- e. The cooling system hoses and catch tanks may be changed. The reservoir/overflow/expansion bottle must be fitted. It can have a small vent hole.
- f. Radiator fan and wiring may be changed, modified or removed. Thermal switches, unused temperature sensors and thermostat may be removed.
- g. Radiator Cap is free.
- h. The oil cooler must not be mounted on or above the rear mudguard.

Airbox

- a. The airbox must be the originally fitted and homologated part with no modification allowed.
- b. The air filter element may be replaced but must be fitted in the original location.
- c. The airbox drains must be sealed.
- d. All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.
- e. No heat protection may be attached to the airbox.

Fuel supply

- a. Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.
- b. The fuel pressure must be as homologated.
- c. Fuel lines from the fuel tank to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- d. Fuel level sensors may be removed or fixed in position.
- e. Quick connectors or dry break connectors may be used.
- f. Fuel vent lines may be replaced.
- g. Fuel filters may be added.

Exhaust system

- a. Exhaust pipes, silencers and exhaust mounts may be altered or replaced from those fitted on the homologated motorcycle. Catalytic converters must be removed.
- b. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
- c. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
- d. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- e. The noise limit for Supersport Next Generation Machines will be 107 dB/A as per item 4.21, 1 e) of the attached ASBK Sporting Regulations.
- f. Supersport Next Gen machines may have limitations on the exhaust specification defined at the time of the balance test and specified in the ASBK Supersport Next Generation Authorised Parts List.

9. Electrics and Electronics

- a. The ECU and Dashboard must be the Supersport control units as documented in the ASBK Supersport Next Generation Authorised Parts List. The sole official supplier of the Control Electronic System is Solo Engineering. www.soloengineering.com, sales@soloengineering.com
Those parts are the WSS600_A (MKE7) ECU and DAS-SOLOWSS3-D1 (ADU5) and the units must feature Soloengineering's official Labelling.
- b. The firmware and manufacturer (engine) map must be declared Authorised by the championship and published on the online system.
- c. No other external modules may be fitted except:
 - 1. Part of a quick shifter where the module may only provide a signal to the control ECU.
 - 2. Championship mandated devices (e.g. 2 way RF system).
 - 3. Datalogger.
 - 4. Additional external lambda driver module

d. 2 CAN connections must be made available for Championship devices. They must be located in the rear of the seat unit of the motorcycle. It must be connected to the ECU CAN bus and the TPMS system (if fitted) must be connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be championship mandated or nominated by the Chief Technical Officer.

Connector spec: JST 04R-JWPF-VSLE-S

1. Ground
2. CAN Lo
3. CAN Hi
4. 12v Main Switch

e. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.

f. During an event the Chief Technical Officer has the right to ask a team to substitute their ECU. The change has to be done before Sunday warm up.

g. During an event the Chief Technical Officer or his appointed deputy has the right to read and save the teams calibration file (amp), it will not be shared except for conformity checks with control electronics system partners.

h. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated. No other sensors may be fitted:

1. Throttle position Sensor(s)
2. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
3. Airbox Pressure
4. Engine pick-ups (Cam, crank)
5. Twist grip position (Gas)
6. Front Speed (add only if not available OEM)*
7. Rear Speed (add only if not available OEM)*
8. Gearbox output shaft speed (if on OEM machine)
9. Gear position
10. Air pressure
11. Water temperature
12. Air temperature
13. Tip-Over Switch (No lean angle – except from ECU) (all ECU's feature crash detection by IMU).

The following can be added (and not OEM sensors)

14. Gear shift load cell / switch (may only provide a signal to the control ECU)
15. Bosch Lambda Sensor (per cylinder allowed using MKL)
16. Fork position
17. Shock position
18. Front brake pressure
19. Rear brake pressure
20. Fuel pressure (not temperature)
21. Oil pressure
22. Oil temperature
23. Switches (Left and right)

* The OEM phonic/speed sensor rings must be used (ZX636 for ZX6)

i. The data logger must be from the ASBK Supersport Next Generation Authorised Parts List (Data Logger List). The characteristics of Authorised data logging systems must be the following:

1. The 'unit' may consist of multiple parts, input module, recording module etc.
2. The Data Logger unit must be available for sale to the public.
3. The data logger may ONLY be connected to the CAN bus and to those Parts Listed in section 9.k.
4. The logged data must be available to the Chief Technical Officer (uploaded to secure fileshare or via flash drive). The logger must log any channels/signals requested by the series.
5. The ECU may log data exclusively for the Championship. It will be used for BOP and diagnostics purposes.

j. Only the following may be connected directly to the logging system.

1. GPS Unit (Lap timing and track position)
2. Rear tyre temperature (Infra-Red)(External)(Maximum 3)
3. Rear TPMS Monitor (Temperature and Pressure, must be CAN)**
4. Front TPMS Monitor (Temperature and Pressure, must be CAN)**
5. Any exceptions noted in ASBK Supersport Next Gen Authorised Parts List.

** Must be from the ASBK Supersport Next Generation Authorised Parts List

k. Telemetry is not allowed.

l. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.

- m. All shift lights must be only 'White'.
- n. For Supersport Next Generation: If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com. Their basic layout, switch function, position and colour must follow those supplied in the kit.
- o. Plug caps and coils must remain as homologated.
- p. Electric cables, harness, connectors, battery and switches are free but the harness must comply with the wiring schematic that is available from www.soloengineering.com.
- q. Spark plugs and wires may be replaced.

Generator, alternator, electric starter

- a. The generator (ACG) must be the originally fitted and homologated part with no modification allowed.
- b. The stator must be fitted in its original position and without offsetting.
- c. The electric starter must operate normally and always be able to start the engine during the event.
- d. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery. No boost battery may be connected to the machine after the end of the session.

10. Change of Machine

As per the ASBK Sporting Regulations Items 1.22 & 4.6

Frame body and sub-frames

- a. The frame must be the originally fitted and homologated part with no modification allowed.
- b. Holes may be drilled in the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- d. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm) or pressed into the ends of the wheel axles (max. length: 30mm).
- e. Nothing else may be added or removed from the frame body.
- f. All motorcycles must display a unique identification number punched on the frame body.
- g. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- h. Front sub frame / fairing mount may be changed or altered, the material is free.
- i. Rear sub frame may be changed or altered. The material must be metal, no composites are allowed.
- j. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear subframe may be removed.
- k. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

Steering Stem Position:

- l. Steering angle changes are permitted by fitting offset inserts into the original steering head bearing seats, but no part of the insert may protrude axially more than 1.5 mm outside the original steering head. The bearing position may be moved a maximum 4mm forward and aft in the plane of the original bearing. These parts must be on the ASBK Supersport Next Generation Authorised Parts List and be freely available.

Swingarm Pivot Position:

- m. If the original chassis includes adjustable/replaceable inserts for the swingarm pivot position then they may be replaced. The swingarm pivot position may be moved radially by a maximum of 3mm.
- n. If the original chassis does not include adjustable/replaceable inserts then the swingarm pivot (axle) may be replaced to allow offset bushes in both the frame and to support the swingarm pivot bearings. The pivot axis may be moved a maximum of 3mm radially from the homologated position.
- o. A modification may be made to the frame to locate or lock the pivot axle ONLY with prior approval of the Chief Technical Officer.
- p. These parts (as complete kits) must be on the ASBK Supersport Next Gen Authorised Parts List and be freely available.

11. Suspension – General

- a. Participants in the Supersport Next Generation class must only use units from the ASBK Supersport Next Generation Authorised Parts List.
- b. The Authorised products from the suspension manufacturers must be available to all participants and remain available all season.
- c. Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season.
- d. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.

- e. No aftermarket or prototype electronically-controlled suspensions may be used. If electronically controlled suspension is originally fitted to the machine, it must be replaced by conventional parts.
- f. Electronically controlled steering damper cannot be used if not installed in the homologated model for road use. If an electronically controlled damper is fitted to the homologated machine, then it can be used - however, it must be completely standard (any mechanical or electronic part must remain as homologated).

Front forks

- a. Forks must be the originally fitted and homologated parts with the following modifications allowed:
- b. Original internal parts of the homologated forks may be modified or changed.
- c. Only aftermarket damper kits or valves from the ASBK Supersport Next Gen Authorised Parts List may be installed (11.a)
- d. Fork springs may be modified or replaced.
- e. Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.
- f. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.
- g. Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
- h. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- i. The front fender mounts integrated in the fork lower may be modified or removed and replaced.
- j. Fittings for suspension stroke sensors (potentiometers) may be attached.
- k. The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.
- l. The triple clamp assembly (Upper clamp, lower clamp and stem) may be replaced. The parts must be listed on the ASBK Supersport Next Generation Authorised Parts List and be freely available for teams to purchase.
- m. A steering damper may be added or replaced with an aftermarket damper.
- n. The steering damper cannot act as a steering lock limiting device.

Rear fork (swing-arm)

- a. The rear fork (Swingarm) must be the originally fitted and homologated part with no modification allowed.
 - b. Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.
 - c. Rear axle chain adjuster slot may be enlarged to allow the brake calliper mounting to become captive.
 - d. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
- Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm use bobbins.
- e. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
 - f. Wheel support rails/guides may be added to permit quick wheel changes.
 - g. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

Rear suspension unit

- a. Rear suspension unit (shock absorber) may be replaced with a unit from the ASBK Supersport Next Generation Authorised Parts List (see 11.b).
- b. The original attachment points to the frame and rear fork (or linkage) must be as homologated.
- c. The rear suspension linkage assembly (all parts including bearings) may be replaced.
 - 1. The approved unit must be the rear suspension linkage assembly (but may exclude bearing ONLY if they match the original OEM parts).
 - 2. The parts must be listed on the ASBK Supersport Next Generation Authorised Parts List and be freely available for teams to purchase.
- d. Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

12. Wheels

- a. The only rim sizes allowed are:

Front	3.5"
Rear	5.5"
 - b. If applicable, wheels must be the originally fitted and homologated parts with the only modifications permitted listed below.
- In the case the machine is not fitted with the aforementioned sizes, or where the OEM wheels are made of Carbon Fibre or Carbon Composite which are not permitted, a single alternative wheel will be agreed between the manufacture and ASBK Management Team. The inertia must be within 10% of the originally fitted wheel.

The inertia must be within the range of homologated wheels in the other machines.

- c. The wheels may be painted but the original finish cannot be removed.
- d. A non-slip coating / treatment may be applied to the bead area of the rim.
- e. If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.
- f. Wheel axles may be modified or replaced but must be of the same material as the originally homologated part.
- g. Wheel spacers can be modified or replaced.
- h. Bearing spacers are free.
- i. Wheel balance weights may be discarded, changed or added to.
- j. Angled aluminium or steel inflation valves are compulsory.

13. Brakes

- a. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and mounting. The maximum outside diameter is 320mm. However, the offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.
- b. The maximum thickness of the brake disc is 6mm.
- c. Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.
- d. Front brake calipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and homologated parts with no modification allowed. (Section 11 Front Forks). Spacers may be fitted between the caliper and fork lower to fit larger diameter discs. Bolts must have correct length shanks.
- e. Rear brake caliper must be the originally fitted homologated part with no modification allowed.
- f. The rear brake caliper carrier/hanger may be replaced and the position of the caliper moved. An underslung position of the caliper is allowed. The mount, carrier, hanger, may have the axle bore sleeved to capture the brake caliper assembly to the swingarm to permit quick wheel changes.
- g. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims, heatsink or spacers to the calipers, between the pads and the calipers, these may be positively retained by clipping to the brake pad or to the brake caliper piston. They must be metallic (including titanium) and must be from the ASBK Supersport Next Generation Authorised Parts List and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper. If the caliper manufacturer makes available a replacement piston - specific to the caliper and on the ASBK Supersport Next Generation Authorised Parts List it may replace the original pistons.
- h. The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a unit from the ASBK Supersport Next Generation Authorised Parts List. The brake lever design is free.
- i. The rear brake master cylinder can be the originally fitted and homologated parts with no modification allowed or may be replaced with a unit from the ASBK Supersport Next Generation Authorised Parts List. The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.
- j. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used but only between the master cylinder and the brake hose split. The split of the front brake lines for both front brake calipers must be made above the lower edge of the fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be Steel or Titanium.
- k. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- l. Additional air ducts are not allowed.
- m. The ABS System must be removed.
- n. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the ASBK Supersport Next Generation Authorised Parts List will be permitted without regard to the material. The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

14. Handlebars and hand controls

- a. Handlebars may be replaced.
- b. Handlebars and hand controls may be replaced and relocated.
- c. Throttle controls must be self-closing when not held by the hand.
- d. Only the OEM Ride By Wire 'Grip' (Gas) sensor unit may be used or an optional unit from an OEM supplier (motorcycle specific) from the Supersport Next Generation Authorised Parts List – Supersport Next Gen Permitted Modifications
- e. Clutch assembly and brake lever may be replaced with an aftermarket model. An adjuster to the brake lever is allowed.

- f. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
- g. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

15. Footrest and foot controls

- a. Footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- b. Foot controls; gear shift (and rear brake, if kept) must remain operated manually by foot.
- c. Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- d. The end of the footrest must have at least an 8 mm solid spherical radius.
- e. Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this requirement.

16. Fuel tank

- a. Fuel tank must be the originally fitted and homologated parts with no modification allowed unless stated otherwise in the ASBK Supersport Next Generation Authorised Parts List.
- b. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe").
- c. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
- d. Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
- e. If the tank has a filler 'neck' (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.
- f. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- g. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
- h. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
- i. Fuel tank may have heat reflective sheet attached to its bottom surface.

17. Fairing / Bodywork

- a. Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fibre or Kevlar® materials is not allowed in the manufacture of the fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.
- b. For all bodywork paint and decal design is free.
- c. For Supersport Next Gen - The fairing has a tolerance of +/-8mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +5mm maximum. The decision of the Chief Technical Officer is final.
- d. Wind screen may be replaced.
- e. Fairing brackets may be altered or replaced.
- f. The ram-air intake must maintain the originally homologated shape and dimensions.
- g. The original air ducts running between the fairing and the airbox may be replaced by exact cosmetic replicas of the original parts. If the part serves another function (ie dashboard mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the ASBK Supersport Next Generation Authorised Parts List. Material is free.
Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed or fixed in position. Air ducts cannot be added if they are not present on the original machine.
- h. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 3 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- i. The lower fairing must be fitted with no less than two holes, each of 25mm minimum, which may only be opened in wet Race conditions.
- j. Minimal changes are allowed in the fairing to allow clearance for protective engine covers.
- k. Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator, but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

- l. Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced, and the use of carbon fibre or Kevlar® composites are allowed.
- m. Front mudguard may be spaced upward for increased tyre clearance.
- n. Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicates of the original part. The use of carbon fibre or Kevlar® composites are allowed.
- o. The chain guard may be removed as long as it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger, then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.
- p. The chain guard may be removed as long as it is not incorporated in the rear fender.
- q. The existing rear mudguard under the seat may be removed.
- r. For Supersport Next Gen, in the event that the proposed machine is not fitted with a fairing, then a fairing from the manufacturer's range may be used by agreement with ASBK Management Team and the Chief Technical Officer. A belly pan according to 17.h is compulsory.

18. Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design.
- b. Aluminium fasteners may only be used in non-structural locations.
- c. Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing, internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
- d. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- e. Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed.
- f. Thread repair using inserts of different material such as helicoils and timeserts are permitted.
- g. Fairing/bodywork fasteners may be changed to the quick disconnect type.

19. General Items

The following items **MAY BE altered or replaced** from those fitted to the homologated motorcycle

- a. Any type of lubrication, brake or suspension fluid.
- b. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- c. Gaskets and gasket materials (excepting cylinder head and base gaskets which must remain original unless noted detailed in the ASBK Supersport Next Gen Authorised Parts List).

The following items **MAY BE removed**

- a. Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
- b. Speedometer and related wheel spacers.
- c. Bolt on accessories on a rear sub frame.

The following items **MUST BE removed**

- a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b. Rear-view mirrors.
- c. Horn.
- d. License plate bracket.
- e. Toolbox.
- f. Helmet hooks and luggage carrier hooks
- g. Passenger footrests.
- h. Passenger grab rails.
- i. Safety bars, centre and side stands must be removed (fixed brackets must remain).
- j. Catalytic convertors
- k. Rear mudguards affixed to the seat unit

6 Judicial Regulations

6.1 The Controlling Bodies

1. Administration of Rules

Subject to the provisions of the Code, the bodies with authority and responsibility for the administration of Rules regulating the conduct of competitions and recreational activity in all disciplines are as follows:

- FIM - World Championships and FIM Prize Events as they are defined in the Code,
- MA:
 - International events, other than World Championship and FIM Prize Events,
 - Australian Championships,
 - A Series,

2. If any such agreement or arrangement:

- Includes the FIM, and
- Is for the conduct of an event which includes both International and National events, where relevant, these Rules will apply to the National events conducted at the event, but in all other respects the FIM Rules will apply and be binding on all participants.

3. Rules not Covered in These Regulations:

For rules not covered by these regulations the MoMS and MA Policies will apply.

6.2 ASBK Event Management

1. The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

- The Promoter (in this case MA)
- The ASBK Safety Officer
- The Race Director
- Or other persons as appointed from time to time.

2. The duties of the members of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To receive reports from the various Officials concerning scrutineering, practice and races.
- To make recommendations to the Promoter to improve the smooth and efficient running of the event.
- To make recommendations concerning any organizational matter that is in contradiction to the MA's protocols or the Regulations.
- To meet at any time required during the event, but at least:
 - Prior to the first practice session.
 - At the end of each event day.
- The quorum for a meeting of the Event Management Committee is three persons. All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.
- The Race Director may invite the participation of Officials or other persons to report in the meetings.
- The MA Stewards may also attend these meetings but have no voting rights.

6.3 Race Direction

1. The Race Direction will comprise the following persons:

- The ASBK Race Director (who shall chair the meetings)
- The Clerk of Course
- The ASBK Safety Officer or other person appointed by ASBK Management

2. The duties of the Race Direction are:

- To take decisions as provided in the Regulations.
- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the ASBK Sporting Regulations.
- To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such decision is absolutely necessary to resolve a situation not foreseen in the ASBK Sporting Regulations. In such exceptional cases, such decision may prevail over specific provisions of the ASBK Sporting Regulations.
- Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (eg: to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the ASBK Sporting Regulations.

3. And via the Clerk of Course:

- To make determinations as provided in the Regulations
- To impose penalties for any infringements of the regulations

4. Race Direction meetings:

- The Race Direction will meet at any time required during the event.
- The quorum for a meeting of the Race Direction is two persons.
- Each member has one vote. Decisions are based on a simple majority. In case of a tie, the Race Director has a casting vote.

6.4 MA ASBK Stewards Jury

1. The Jury will comprise of the following persons:

- MA/ASBK series Steward
- A Steward appointment by rotation and approved by MA

2. The Jury has no executive role in the running of the event, except to:

- Provide clarification in the interpretation and application of regulations
- Review and evaluate evidence to assist in identifying possible breaches of the regulations
- Conduct hearings for the purpose of adjudicating protests
- Assist the Race Director in evaluating the circuit prior to on track activities
- Assist the Race Director and ASBK Safety Officer in evaluating any circuit Protective Devices before on track activities commence and after they have been damaged.
- Provide a competition report to MA

The series Steward will be considered the senior Steward and has overriding authority when making collective decisions.

6.5 Officials

1. Powers and Authorities of Officials

In the administration of these Rules, the powers and authorities of the Championship are exercisable by and through officials.

For these purposes, MA, in consultation with ASBK Event Management, will approve the appointment of any one or more of the following officials:

- Race Director
- Clerks of Course
- Stewards
- Race Secretaries
- Chief Medical Officer
- Technical Officials
- Starters

To conduct the championship any one or more of the following operational officials may be required:

- Time keepers and Scorers
- Track Marshals
- Flag Marshals
- Pit Lane Marshals
- Paddock Marshals

2. ASBK Officials

Series Officials will be appointed by ASBK Event Management to perform supervisory and executive roles and must be present at each event to ensure the smooth and efficient running of the Series.

- All Series officials shall be appointed for the Championship by MA.
- Except in cases of illness or Force Majeure the officials will be expected to be present at every round of the event.

3. Race Director

A Race Director is responsible for:

- Maintaining continuity and uniformity in the application of the regulations over the entire series
- Ensuring proper observance of the regulations
- The efficient running of the practice, qualifying and races
- All communications between Race Direction and the ASBK Stewards Panel
- Ensuring that all series officials are carrying out their duties fully and effectively and acting according to their roles

A Race Director may:

- Amend any series SR if, in the opinion of the Race Director, exceptional circumstances arise requiring amendments
- Amend the Series program
- Institute any prosecution for any offence committed during an event
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the series

The Race Director shall have overriding authority in the following matters:

- The control of practices, qualifying and races, including modifying the program,
- The stopping of any race or session
- Starting procedure

The Clerk of the Course may give orders in respect of the previous matters, only with the express agreement of the Race Director

4. Clerk of the Course

The Clerk of the Course shall work in permanent consultation with the Race Director. Subject to the control and direction of the Race Director of the event, the Clerk of Course is responsible for:

- The conduct of the event
- Ensuring that the circuit is suitably prepared for and maintained during the event
- Ensuring that all operational officials are carrying out their duties fully and effectively and acting according to their roles
- Ensuring that all relevant services are in place
- Receiving and reviewing any protest and conveying it to the Steward
- Impose on a competitor or entrant any penalty of exclusion or relegation or any time or points penalty or fine as provided for under these Rules
- Stop any event
- Exclude any competitor from any competition for any reason provided for in these Rules
- Exclude from any event any machine which the Clerk of Course considers to be dangerous,
- Order any event to be re-started or re-run
- At the Race Director or Senior Stewards request and direction, acquire and collate any or all information from any operational official and present it to the Race Director or Steward.
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the event

5. Deputy Clerk of Course

The Deputy Clerk of the Course, of which there may be more than one, shall work in permanent consultation with the Race Director and Clerk of Course. Subject to the control and direction of the Race Director and/or Clerk of Course of the event, the Deputy Clerk of Course is responsible for:

- Coordinating daily inspections to ensure that the circuit is suitably prepared for and maintained during the event
- Attending any incidents that cause race stoppages and making reports from the scene as well as coordinating any activities required to ensure the circuit is fit for purpose to continue the event
- Investigating any incident or possible breach of the regulations
- The administration and delivery of any Clerk of Course determinations
- Ensuring that all operational officials are acting according to their roles
- Acting in the capacity of the Clerk of Course if or when the Clerk of Course is unavailable or indisposed
- To act as Deputy Clerk of Course, the Deputy must hold a current MA L4 RR Clerk of Course official accreditation/licence or, if graded L3 or less, may only act in an Assistant Clerk of Course capacity while recording participation experience

6. MA Stewards

With the appointment of a Race Director to the Series, Motorcycling Australia will appoint one or more Stewards for any round of the championship to form an MA ASBK Stewards Jury. The Jury has no executive role in the running of the event, except to:

- Provide clarification in the interpretation and application of regulations
- Review and evaluate evidence to assist in identifying possible breaches of the regulations
- Conduct hearings for the purpose of adjudicating protests
- Assist the Race Director in evaluating the circuit prior to on track activities
- Assist the Race Director and ASBK Safety Officer in evaluating any circuit Protective Devices before on track activities commence and after they have been damaged

A Steward may:

- Hear and determine any protest
- Institute, hear and determine any prosecution for any offence committed during the event and impose any penalty or penalties under these Rules
- Order any competitor to submit to a medical examination to determine if the competitor is fit to participate in the event
- Order the administration of any fuel, drug, or other test
- Impose on a competitor or entrant any penalty of relegation time or points penalty, exclusion, fine or suspension as provided for in these Rules
- Order any machine, which the Steward considers does not comply with these Rules or the relevant SR, to be impounded at the end of the event and detained under the control or direction of the Steward for such period as may reasonably be necessary for it to be examined
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary or the fair and proper conduct of the event
- Refer any matter to the RCB

The Steward will, as soon as possible, and no more than five days after the conclusion of an event, complete and deliver to MA a Competition report in the prescribed form which must include:

- A copy of the program
- The results of the event including a record of any determinations or penalties that may have affected the results
- Total number of competitors
- A plan of the venue or record showing the location and number of falls where:
 - a competitor received medical treatment
 - and/or the competitor is transported to hospital
- The number of competitors transported to hospital including details of suspected injuries
- A record of all determinations written and description of penalties imposed
- A record of fines and/or fees collected
- The number of officials on duty at the event

Protest Fees and Fines are to be collected by the Steward and paid to MA.

If more than one Steward is appointed, those Stewards may collectively or individually exercise the powers set out in these Rules.

The series Steward will be considered the senior Steward and has overriding authority when making collective decisions.

One Steward, acting as the "Senior" Steward, must hold a current MA officials licence with MA L4 RR Steward accreditation.

A second Steward, acting as Deputy Steward, may hold a current MA L4 RR Steward official accreditation/licence or, if graded L3 or less, may be acting in an Assistant Steward capacity while recording participation experience.

7. Chief Technical Officer

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

8. Chief Medical Officer

Responsible for liaison with the Race Director and/or Safety Officer to ensure compliance with the MA Medical Code and to deliver an effective medical plan.

9. ASBK Safety Officer

Responsible for the supervision of all aspects of safety.

10. Race Secretary

Responsible for the organization and administration of an event and for those purposes:

- Must comply with the instructions of the Race Direction and the Senior Steward
- May publish notices and documents as directed
- May ensure that operational officials are informed of their functions and duties and properly equipped
- Must provide the Steward with a copy of any sign on sheets, Medical or Officials reports, the program and the results of all events conducted

11. Starter

Responsible for the management and implementation of the start procedure.

12. Chief Pit Lane

Is responsible for the following:

- Control and direct Pit Lane and Grid Officials on instructions from the Clerk of the Course.
- Work closely with Race Control while working through the event schedule and at all times remain conversant with the progress of the event.
- Responsible for the control of all activity on and around Pit Lane and Grid.
- Open and close Pit Lane on instruction from Race Control
- Check credentials of team personnel and officials accessing Pit Lane and Grid area
- Control lights and signals at Pit Entry/Exit
- Co-operate with Starter in presentation and control of grids.
- Supervise personnel to ensure correct protocol followed on Grid at Race Start and during stoppages.
- On instruction from Race Control, supervise clearance of personnel from Grid prior to race start.
- Keep Pit Lane, Pit Exit and Pit Entry clear of unnecessary persons or vehicles.
- Responsible for the supervision of officials within your team and in particular close supervision of first-time and less experienced officials
- Complete an Officials' Event Evaluation Form and submit to Race Secretary
- Any other duties as required

13. Operational Officials

Will be engaged on a round by round basis. In carrying out their duties, operational officials must:

- At the beginning of the event report to the Clerk of the Course or the person nominated as responsible for a specific team for instructions
- Only use apparatus authorised under these Rules
- Provide the Clerk of Course with reports as required
- Comply with the directions and instructions of the Clerk of Course and/or Race Direction
- Carry out their functions to the best of their abilities and in accordance with these Rules

6.6 Offences and Penalties

1. List of Offences

It is an offence if during an ASBK event any person or entity (including promoter, entrant, club, licensee, rider, member or support person):

- a) Breaches, or encourages or allows others to breach, any MA policy, GCR, SR, final instruction or riders briefing instruction;
- b) Acts in a manner prejudicial to the sport, or that brings, or is likely to bring, the sport into disrepute including:
 - i. Engaging in unlawful conduct;
 - ii. Verbally or physically assaulting or intimidating, or being offensive, abusive or obstructive toward another person;
- c) Acts in a reckless or dangerous manner while competing;
- d) Disobeys any reasonable directive, order or instruction of any RCB or official exercising authority under the GCRs;
- e) Participates or attempts to participate in any Event for which that person or entity has failed to complete an entry form, obtain to obtain the appropriate licence, or pay the entry fees;
- f) Falsifies any document, makes a false or misleading report, or makes a false complaint.

2. Support Personnel:

An offence committed by a Support Person may, in addition to any penalty imposed upon that Support Person, result in a penalty being imposed upon the entrant, licensee, competitor or other person associated with such Support Person.

3. Juniors:

- a) The Clerk of Course and/or Race Direction may penalise any junior competitor or any junior competitor competing in senior competition for the actions of the agents or parents of the competitor.
- b) Use of the purple flag only applies to junior competitors while competing in Oceania Junior Cup.

4. Tests for Prohibited Substances:

A person who commits an offence contrary to the MA Anti-Doping Policy or MA Drug and Alcohol Policy will be sanctioned by MA in accordance with that policy. If any doubts exist over banned substances it is recommended competitors contact Sport Integrity Australia (www.sportintegrity.gov.au)

5. Investigation Prosecution and Determination of Penalties during Events

A prosecution for any alleged offence committed during the course of an ASBK event must be initiated by the laying of charges against the offender, and be communicated to the offender, during the ASBK event or by post-event investigation of the Race Direction.

6. Any such prosecution:

- a) Should be initiated by the Clerk of Course, Race Director, Steward or Race Direction
- b) If initiated by the Steward, can be referred to, and actioned by the Clerk of Course, Race Director or Race Direction in accordance with this rule;
- c) Should be investigated and determined by the Clerk of Course, Race Director, Steward or Race Direction and, if proven, a penalty should be imposed by the Clerk of Course, Race Director, Steward or Race Direction;
- d) In a circumstance that the Clerk of Course, Race Director or Race Direction is unable to initiate, investigate and/or determine a prosecution, such prosecution will be referred to the Steward to be investigated and if proven determined for the imposition of a penalty.

7. In determining an alleged offence and prior to imposing a penalty:

- a) The Clerk of Course, Race Director, Steward or Race Direction may act on their own initiative or act on such information and in such manner as they think fit having regard to the offending conduct;
- b) No person or entity may be represented by a legal practitioner;
- c) No penalty may be imposed unless and until the offender has been given the opportunity to make representations as to the nature and circumstances of the offence. This does not apply to any penalties which are determined under Rule 6.6.8.

8. Imposition of Penalties during a Practice, Qualifying session or Race

In any practice or qualifying session or race conducted during the course of an event, the Clerk of Course, Race Director, Steward or Race Direction may fine, exclude, impose time penalty, drop of position penalty, remove championship points or relegate, any competitor, if:

- a) The whole or any part of that competitor's machine has left the track and thereby gained an advantage, unless such action was:
 - i. For the safety of other competitors, or
 - ii. Due to the action of other competitors,
- b) The competitor leaves the track and does not:
 - i. Continue at a reduced speed and
 - ii. Re-enter safely at the closest point possible from where they left the track
- c) The competitor has gained an advantage as a result of an unfair start,
- d) The competitor has been guilty of unfair or unsafe conduct,
- e) The competitor receives outside assistance* other than:
 - i. By a relevant official at the start of an event, or
 - ii. In the interests of safety
- f) The competitor's machine is dangerous
- g) The competitor's machine does not comply with the requirements of these Rules or any supplementary regulations
- h) The competitor has refused to submit to a medical test required by the Race Director or Steward under these Rules
- i) The competitor, or the competitor's team, has breached the refuelling Rule

*For the purposes of these rules, outside assistance includes radio communication with the competitor.

For the purpose of these rules:

- a) a decision does not operate as such unless and until it is notified to the competitor affected by it or to that competitor's team, providing such notification is practicable within the context of the practice session, qualifying session or race, and may include electronic notification by the official timing screen
- b) a penalty imposed during an event must be notified and actioned by the Starter, Clerk of Course or Race Direction, within the context and time limits of the start and finish of the practice session, qualifying session or race

No person may protest against, or make an appeal from, a decision to impose a penalty during a practice session, qualifying session or race.

9. Penalties

In imposing any penalty, the Steward, Clerk of Course or Race Direction must have regard to the following principles:

- a) No penalty should be imposed (excepting the Imposition of a penalty during a Practice, Qualifying session or Race) unless and until the offender [or entrant](#) has been given the opportunity to make representations as to the nature and extent of the penalty
- b) In ordinary circumstances a single penalty should be imposed for a single offence
- c) The punishment for an offence should be commensurate with the gravity and effects of the offence,
- d) The interests of the sport are paramount
- e) The severity of penalties imposed on an individual should increase if that individual continues to commit offences against these Rules
- f) Mitigating factors put by, or on behalf of an offender, must be taken into account, as must the effects on others of the actions of the offender
- g) [ASBK Race Direction may impose mandated penalties as advised to the offender\(s\) and entrant\(s\).](#)

The Clerk of Course may impose the following penalties for any offence committed under these Rules:

- a) A reprimand,
- b) A fine no greater than \$2,000,
- c) Relegation or drop of position
- d) Time penalty
- e) Exclusion.
- f) Removal or ejection from the venue

The Race Director or Steward may impose the following penalties for any offence committed under these Rules:

- a) A reprimand
- b) A fine no greater than \$4,000
- c) Relegation or drop of position
- d) Drop of Position – in Race Penalty
- e) Ride Through Penalty
- f) Time penalty
- g) Exclusion
- h) Suspension of no more than six (6) months
- i) Removal or ejection from the venue

10. Fines

Fines are payable to Motorcycling Australia.

- a) Any person or body having power to impose any fine under these Rules must fix a time no more than 30 days from notification within which the fine is to be paid.
- b) Motorcycling Australia may impose, as a penalty in default of payment of the fine within the fixed time, a penalty of suspension.
- c) An order for suspension of any person or body will operate throughout the period the fine is outstanding, so as to prevent that person or body from participating in any competition or recreational event.

11. Suspension and Disqualification

Any Person or Body who is the subject of:

- a) An order of exclusion, or
- b) An order for suspension or disqualification for any offence committed at, connected with, or arising from, any competition; is liable to forfeit the right to receive or retain any award, trophy or prize in respect of that competition.
- c) A Fine, may have imposed, as a penalty in default of payment of the fine within the fixed time, a penalty of suspension. An order for suspension of any person or body will operate throughout the period the fine is outstanding, so as to prevent that person or body from participating in any competition or recreational event.

An order for suspension or disqualification from competition may operate so as to prevent from participation in competition a Machine or Machines of a particular manufacturer provided that no such order may be made unless the appellate body is satisfied that the offence or offences leading to the making of the order were committed with the knowledge, or at the instigation, of the manufacturer or the manufacturer's agent.

12. Notification of Penalties

If any penalty imposed alters the result of any competition, then Motorcycling Australia must, as soon as practicable after being notified of the penalty, alter the record of that competition so as to reflect the alteration

6.7 Protests

1. Right of Protest

With the exception of a penalty Imposed during a Practice, Qualifying session or Race, any entrant or competitor may protest:

- a) Against a decision to reject an application by a competition licence holder to compete in any competition,
- b) Against a decision, action or determination of any official,
- c) Against the action or conduct of any other competitor, entrant, mechanic or crew member during the course of any event.

Any protest must:

- a) Be in writing,
- b) Be accompanied by the prescribed fee of \$100 which will be refunded if the protest is upheld, or if not must be remitted to Motorcycling Australia.
- c) Be received by the Steward or Clerk of Course and conveyed to the Steward or Stewards Jury.
- d) Comply with the following time limits:

- i) For a protest under the previous Rule, no more than 30 minutes after the competitor has been notified of the penalty for the action or conduct,

2. Protest Hearings

The MA ASBK Stewards Jury must hear and determine any protest and must notify the outcome to the protester, and any person materially affected, within a reasonable time.

Only in exceptional circumstances may the MA ASBK Stewards Jury refer any question raised in any protest, or the protest itself, to MA and must:

- a) Notify such referral to the protester, and to any person materially affected by the protest
- b) Provide to MA all evidence and exhibits submitted to the Steward or Jury in relation to that protest
- c) Comply with all directions and instructions of MA

In hearing and determining any protest, the MA ASBK Stewards Jury may:

- a) Direct any reasonable alteration or modification to any course
- b) Alter or amend any program
- c) Overrule, vary or amend any decision or direction of an official
- d) Substitute for any decision of an official, the decision of the MA ASBK Stewards Jury with or without condition
- e) Give such directions, instructions or orders as the MA ASBK Stewards Jury thinks fit for the efficient and fair conduct of any competition
- f) Alter, vary or amend the result of, or prize for, any competition
- g) Do whatever is necessary for the proper consideration of the protest

In hearing and determining any protest, the MA ASBK Stewards Jury must apply the following principles:

- a) The protester and any person materially affected or likely to be so affected by the outcome of the protest must be notified of the protest and the time and place fixed for the hearing
- b) The determination of the protest must be in writing and published to the protester and any person affected by the determination
- c) The principles of natural justice must apply
- d) The protester and any person materially affected or likely to be so affected by the determination may not be represented by a legal practitioner
- e) The MA ASBK Stewards Jury is not bound by the rules of evidence and may be informed of facts in such manner as the MA ASBK Stewards Jury thinks fit
- f) The MA ASBK Stewards Jury must determine the protest according to equity, good conscience and the substantial merits of the case
- g) Unless otherwise ordered, every decision made by the MA ASBK Stewards Jury will take effect from the moment of pronouncement of the decision.

3. Protests – Technical (Engines or Components)

If an engine, or component of an engine, is to be measured for the purposes of a technical protest, the protesting party must, in addition to payment of the protest fee, submit a \$500 bond. Where the Steward determines that the measured machine:

- a) is ineligible, the bond and the protest fee will be refunded;
- b) is eligible, the bond will be forfeited to the party whose engine was measured and the protest fee remitted to MA.

- 4. In addition to the matters the MA ASBK Steward must take into account under Rule 6.7.2, when determining a technical protest the ASBK Steward shall have regard to the measurements recorded in the Measurer's Report.
- 5. There is no right of appeal from the ASBK Steward's determination of a technical protest on the basis of any alleged errors in the measurements recorded in the Measurer's Report.

6.8 Appeals

1. Right to Appeal

A person or entity having a material interest in an ASBK Steward's determination under these Rules may appeal to MA for the determination to be dealt with in accordance with the MA Complaints Resolution Policy by completing the Application Form found at the Motorcycling Australia website and submitting it to MA at the address shown on the form accompanied by the filing fee of \$1,000 within 48 hours after the competitor has been notified of the ASBK Steward's determination.